

The Hongkong Telegraph

(ESTABLISHED 1851.)

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WEATHER FORECAST

FAIR

Barometer 30.05

April 21, 1914. Temperature 6 a.m. 71 2 p.m. 74
Humidity 88 87

April 21, 1913. Temperature 6 a.m. 69 2 p.m. 76
Humidity 92 86.

2776

晚七式月三年寅甲

TUESDAY, APRIL 21, 1914.

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\$36 PER ANNUM

GRAVE MEXICAN CRISIS.

AMERICA PREPARING TO USE ARMED FORCE

UNABLE LONGER TO PROTECT FOREIGNERS.

Motion for Appropriation of Fifty Million Dollars.

[Reuter's Service To The "Telegraph,"]

London, Received April 20.

Reuter's correspondent at Washington says President Huerta has flatly refused the American demands, and the officials at Washington say that the negotiations have closed, and that a programme of reprisals will be carried out.

Destroyers Leave.

Twenty-two destroyers have been ordered to leave Pensacola for the Gulf of Mexico.

Forces Assembling.

London, Received April 21.

Reuter's correspondent at Washington reports that 17,000 United States bluejackets are now in the Gulf of Mexico and 4,510 in the Pacific.

Mr. Daniels Secretary of the Navy and Mr. Garrison, Secretary for War, conferred until midnight on the plans of cooperation between the Navy and Army. Mr. Garrison afterwards communicated with General Wood and it is believed the latter will proceed to the border to command the Division.

President's Request.

President Wilson to-day asks Congress for authority to use armed forces, including the volunteers, and also the necessary appropriations for the crisis. This does not mean there will be a formal declaration of war as the United States does not recognise President Huerta.

The Powers have been notified that it is now impossible for the United States to protect foreigners in Mexico.

Mexican Retort.

Reuter's correspondent at Mexico City reports that Foreign Minister Rojas dwells on the impossibility of an unconditional salute of a flag which was never insulted; Mexico had already yielded as much as national dignity would permit. He warns Mexicans to refrain from anti-American demonstrations.

Reuter's correspondent at Juarez says the rebels have been ordered to immediately reattack Tampico, desiring that Americans will find friendly rebels there.

Exodus Begins.

Later.

Reuter's correspondent at Washington reports that it is officially stated that the exodus of Americans from Mexico City has begun.

General Wood to Command.

It has been confirmed that General Wood takes command in the event of hostilities.

The Mexican Charge d'Affaires presented new proposals to Mr. Bryan, but the latter announced they they contained nothing new.

President Wilson and War.

President Wilson, in the course of an interview, emphasised that under no circumstances would they fight the Mexican people with whom they were friends; the issue was with a person calling himself the President of Mexico. He had no enthusiasm for war; he only wanted justice.

TELEGRAMS.

ULSTER PLOT.

FEELING IN THE COMMONS.

[Reuter's Service To The "Telegraph,"]

London, Received April 21.

There was considerable feeling in the House of Commons with regard to the Ulster question.

Mr. Asquith said that General Paget, when issuing instructions to Generals, gave orders to them to take no notes. (Opposition cries of "Why.")

Mr. Asquith:—I don't know. He then intimated that he would issue a revised version of the White Paper.

Inquiry Wanted.

Colonel Chalmers, Unionist M.P. for Abercromby, asked the Premier to secure a judicial inquiry into the allegations of a plot to overawe Ulster, but Mr. Asquith reiterated that he saw no ground for enquiry. This observation called forth Opposition dissent.

Mr. Bonar Law said he hoped Mr. Asquith would reconsider the position and consequently he would repeat the question tomorrow.

Mr. J. M. Hogg, Liberal M.P. for Edinburgh East, drew attention to the fact that the sworn testimonies of officers of the Army, Navy and Constabulary existed and he requested that the inquiry be extended to that matter and the disciplinary measures taken.

Confession of Ignorance.

Mr. Asquith:—I know nothing. This remark was greeted with loud Opposition cheers.

Vote of Censure.

It is understood that if Mr. Asquith again refuses a judicial inquiry to-morrow, Mr. Bonar Law will give notice of a motion of censure. In any case, it is expected there will be a prolonged and animated debate on the Army Annual Bill to-morrow.

THE WESTINGHOUSE BRAKE.

A Fortune in an Invention.

It used to be said in the case of all inventions that the man who eventually found them a stepping-stone to fortune was not the original discoverer, but the business man who entered—rightly or wrongly—into the inventor's heritage.

Fortunately, there have been instances to the contrary, for it would be too cynical to suppose that fate always abstracted rewards from the man who conspicuously deserved them. A notable case in point is furnished by the career of Mr. George Westinghouse, whose sudden death in his 68th year is reported, says the *Telegraph*.

His life furnishes an almost ideal narrative of the possibilities of a great career open, as the French proverb has it, to talents. Born in humble circumstances, the son of a small engineer, at Schenectady, George Westinghouse seemed to realise from the very beginning the line of life most suitable to himself and his mental interests. In his father's business he early showed promise of remarkable inventive ability.

Being involved in a railway accident, which might have been disastrous, he realised at once the particular danger which all railway travellers incurred by the slow and ineffectual means that existing of stopping a train. So, when 20 years of age, Westinghouse devoted himself to the application of brake power, which he thoroughly tested and developed in a series of experiments executed

TELEGRAMS.

AEROPLANES COLLIDE.

TWO LIVES LOST.

[Reuter's Service To The "Telegraph,"]

London, Received April 20.

Reuter's correspondent at Paris reports that two aeroplanes which were racing at the Bagatelle aerodrome collided and fell. One burst into flames, and the pilot, named De Roye, and a passenger, named Dalbin, were burned to death.

M. Bidot, the pilot of the other machine, sustained a broken leg, and his passenger a dislocated shoulder.

AUSTRIAN EMPEROR.

SUFFERS FROM COLD.

London, Received April 21.

Reuter's correspondent at Vienna states that the Emperor Francis Joseph has been suffering for a fortnight from hoarseness and the symptoms of a cold.

Last night the doctors issued a bulletin to the effect that there was an accumulation of mucus in the bronchial passages with some shivering and a feverish temperature. The Emperor passed a fair night and rose to-day as early as usual and transacted some business.

Later.

Reuter's correspondent at Vienna states that the Emperor last evening was considerably better and was occupied for seven hours in receiving reports of officials.

His Majesty's visit to Budapest to receive delegations on the 26th inst has been cancelled.

by himself alone. His first idea was to make use of steam. Only two years after the first idea occurred to him he had discovered that air-pressure fitted all the circumstances of the case, and, indeed, was much more rapid in its action than any other natural agent available for the purpose.

The invention made its way. He invented pneumatic devices for switching and signalling controlled by electricity; and because he saw, with unflinching clearness, that electricity was to be the great power which the triumphant science of the future could harness and control for the most varied purposes, he established the Westinghouse Manufacturing Company, which turned out to be an undertaking of large and far-reaching importance.

The British Westinghouse Electric and Manufacturing Company was registered in 1890, and works were established at Old Trafford, Manchester, where it now employs some six thousand men. The works at Manchester are a reproduction nearly as large of the great works at East Pittsburgh. Other works of the company are at Hamilton (Canada), Bayre, Hannover, St. Petersburg, Vienna, and Yado, in Italy. Mr. Westinghouse was president of thirty corporations with a capital estimated at one hundred and twenty million dollars, and giving work to about 50,000 employees. Up to a late age he was still active in producing new inventions, and in the Pittsburgh office he had a small machine shop of his own, in which, when in Pittsburgh, he spent a part of each day, working out some new contrivance.

TELEGRAMS.

ROYAL VISIT.

"KING GEORGE'S WEEK."

[Reuter's Service To The "Telegraph,"]

London, Received April 21.

Mr. Asquith had an audience with the King prior to Their Majesties' visit to France to-morrow.

Brilliant sunshine ushered in "King George's Week," and Paris is in a state of the utmost gaiety and excitement. Everywhere Union Jacks and tricolors intermingle, and there are wonderful schemes of decoration. Triumphant arches have been erected, many being adorned with palms and evergreens.

Tens of thousands of visitors are arriving in the capital, and the President has returned from the Riviera to superintend the last touches of the preparations.

THE DERBY.

LATEST BETTING.

London, Received April 21.

The latest betting on the Derby is:—

11 to 4 against The Tetrach taken.

6 to 1 against Kennymore offered.

8 to 1 against bar 2, offered.

A few weeks ago the engineers of Germany honoured Mr. George Westinghouse as the greatest living engineer, says the *Manchester Guardian*. He discovered Tesla, financed him, and built his first induction motor. Tesla invented the three-phase alternating current system, and the possession and the development of the Tesla patents gave the Westinghouse firm the lead in modern electrical engineering, and made it the pioneer of long distance power transmission. It built, for example, the first great dynamo at Niagara Falls. This was but the beginning of one of the two or three greatest engineering businesses in the world.

SUICIDE OF AN AMERICAN AUTHOR.

A painful impression has been caused in New York by the suicide of Mr. H. T. Peak, the historian, essayist, and critic, who had held the Professorship of Latin Language and Literature at Columbia University until a breach of promise suit for £10,000 brought against him in 1910 by Miss Quinn, of Massachusetts, repelled in a request from the University trustees for his resignation.

Mr. Peak was for a long time editor of the *Bookman*, and a member of many learned institutions. He enjoyed a brilliant reputation. He was divorced from his first wife in 1908, and two years later his marriage with Elizabeth Dabois, a teacher of the classic languages, led Miss Quinn to institute a breach of promise suit against him. In the course of the trial numerous love letters were published, causing intense humiliation to the professor, whose health was seriously affected.

Last year he became dangerously ill and his first wife joined his second wife at the bedside of the sick man. With the consent of the second wife he was moved to the home of the first wife, who was a Christian Scientist. He appeared to regain his spirits. A few days before the end he took lodgings at Stamford, but his financial resources had been reduced to 30s. and he shot himself.

TELEGRAMS.

OBITUARY.

GEN. SIR M. BRACKENBURY.

[Reuter's Service To The "Telegraph,"]

London, Received April 21.

The death is announced of General the Right Hon. Sir Henry Brackenbury, P.C., G.C.B.

[The deceased General, who was born in 1837, was Colonel Commandant of the R.A. in 1897. He had seen much war service, serving with the Central Indian Campaign of 1857-58 the Franco-German War of 1870-71 the Ashantee War of 1873-74 and the Zulu War of 1879-80, while he commanded the River Column in Egypt in 1884-85. He was at one time Member of the Council of the Viceroy of India and President of the Ordnance Committee, while from 1899 to 1904 he was Director General of Ordnance at the War Office. In the latter year he retired. He was promoted Major General for distinguished service in the field, and his decorations included the K.C.S.I. for service as a Member of the Council of India. He was the author of quite a number of interesting books.]

Japanese Military Tour.

General Tanaka and Colonel Noko, representing the Japanese Ministry of War, are making a tour of Europe for the purpose of studying latest military developments. They are now in St. Petersburg and have visited the Russian Minister of War and the Chief of the General Staff. On the conclusion of their stay in St. Petersburg they will go to Berlin, Paris, London, and other European capitals.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Latest Derby betting is given to-day.

The Railwaymen's Executive at Ancona has abandoned the idea of a general strike.

An animated debate on the Army Annual Bill is expected in the House of Commons.

King George and Queen Mary make their visit to Paris to-morrow.

There are now 17,000 United States bluejackets in the Gulf of Mexico and 4,510 in the Pacific.

The main points in President Wilson's Message to Congress on the Mexican situation are given in a wire.

Mr. Asquith has refused a demand for a judicial inquiry into the allegations of a plot to overawe Ulster.

A resolution to appropriate 50 million dollars for the Mexican crisis has been introduced in the U.S. Senate.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The Swedish elections have practically concluded and the Liberals have lost their absolute majority.

General Wood is to proceed to the Mexican border and take over the command of the American Division.

The Powers have been notified that the United States can no longer protect foreigners in Mexico.

The United States not recognising President Huerta, the request of President Wilson is not a declaration of war.

The Mexican Foreign Minister regards an unconditional salute of a flag that has never been insulted as impossible.

A resolution justifying the employment of armed forces against President Huerta has been introduced in the U.S. House of Representatives.

President Wilson asks Congress for authority to use armed force in Mexico, and for the necessary appropriations for the crisis.

The health of Emperor Francis Joseph of Austria is concerning his medical advisers. He is suffering from a cold and his temperature is feverish.

NEWS.

The cable ship *Colonia* has arrived in Hongkong.

A meeting of the shareholders of the Green Island Cement Ltd., Company was held to-day.

An interesting money loan association case was heard in the Summary Court to-day.

General news appears on page 3, "our contemporaries" on page 2, and log book on page 6.

The Scott Expedition pictures shown at the Theatre Royal last night are described in to-day's issue.

The concluding results of the Hongkong School Sports appear in to-day's issue.

An important statement on rats and plague, by Dr. Francis Clark, was submitted to the Sanitary Board to-day.

DON'T FORGET.

TO-DAY.

"Betty" Theatre Royal—9.15 p.m.
Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Cinematograph at Theatre Royal—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Cinematograph at Theatre Royal—9.15 p.m.

Thursday April 23.
China Fire Insurance Co., Ltd., Extraordinary General Meeting, noon.

Saturday April 25.
William Powell Ltd., Extraordinary General Meeting—noon.
H. K. Jockey Club half yearly Meeting—12.30 p.m.

Tuesday April 28.
H.K. G.O.C. Annual General Meeting, City Hall—4 p.m.

Wednesday April 29.
Association of Exporters and Dealers of Hongkong, Annual General Meeting, City Hall—4 p.m.

Notices

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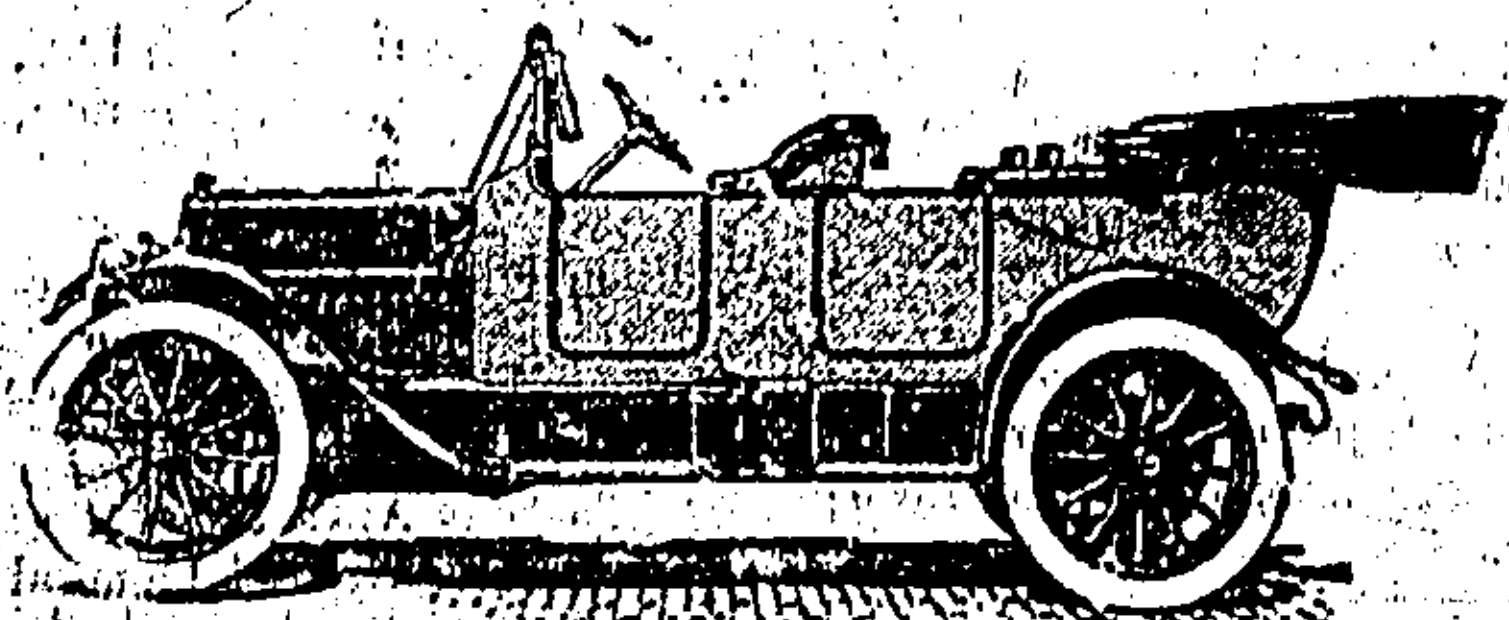
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Hongkong, 16th August, 1901



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HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging
(Hongkong, 16th July, 1913.)

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OUR
CONTEMPORARIES.

Daily Press.

Chinese Press Law.
The vernacular Press throughout the whole of China is strongly protesting against the new Press Law recently promulgated by Presidential Order, and it must be admitted that they have a legitimate grievance. Like most Chinese laws which have been enacted within the past two years, it is a very crude piece of legislation, full of the faults due either to inexperience in drafting laws or to sheer ignorance of the legislator. In a joint memorial to the President the Chinese journalists have very intelligently pointed out the unreasonable character of many of its provisions, and the mystifying ambiguity of many others of apparently equal importance. At it stands the Press Law is absolutely unworkable. If the Law is strictly enforced it must mean the speedy extinction of the public Press in China. That newspapers shall not publish the diplomatic and military secrets of the country is accepted as a reasonable requirement, but the extension of the provision to "general political affairs" is so palpably preposterous that it is never likely to command obedience.

China Mail.

Buoyant Apparatus For Ships.
The term "raft" conveys to many minds the impression of something extemporised, and therefore liable readily to break to pieces. The picture of Robinson Crusoe on a raft is not unfamiliar, but the rafta now proposed, Sir John Biles has pointed out, are deserving of serious consideration. It is believed that the more they are studied, the better will be the opinion of them. They can be given more stability than an open or decked lifeboat. They require no appliances for launching, and when thrown from a vessel's deck it is immaterial which side floats uppermost. Seamen who have had experience of rafta say that on a lee shore they are the only things which can successfully land people. The recommendation to adopt these in lieu of boats in large vessels to the extent of 25 per cent. of the total persons to be carried seems to Sir John Biles to be quite justifiable.

South China Morning Post.

British Equanimity.

The Japanese have now appeared in strength in the Yangtze Valley, which has been regarded as a British sphere since the early days of foreign intercourse with China, and recent happenings there have in certain quarters been viewed with justified alarm. It is not the Japanese alone, however, that British Tangtze interests have to contend with. French and Belgian capitalists have been swallowing a great deal more than their share of the plums. Even the supremacy of Shanghai, according to the Post correspondent, is threatened by a Franco-Belgian-Russian railway, which will ultimately be connected with the Russian railway system in Central Asia, and which is to terminate near Tangchow, almost at the mouth of the Yangtze. The good old "individualist days" referred to by the President of the British Engineers' Association last month—the days when every man was for himself irrespective of his Government—are over.

Interesting Recommendation.

Captain J. G. Cheney, attached as Officer Commanding "B" Company to the Penang Volunteer Corps, has received intimation from the College of Arms that a recommendation has been submitted to the Duke of Norfolk, Earl Marshal of England, to issue a warrant for His Majesty the King's approval granting him the right and title to use the armorial bearings and crest of the Cheneys of Litton (Cheney, Dorset). Captain Cheney is descended from the old Norman family of De Cheneys. Sir Ralph De Cheneys was knighted in 1401 by Henry VI for military services rendered.

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GENERAL NEWS.

Singapore Loan Over-subscribed.
According to a London wire of April 8 which Reuter sent to Rangoon "The Singapore loan has been over-subscribed." In all probability this refers to the £300,000 sold in London on behalf of the Municipality through Messrs. Fraser and Co., of Singapore.

The Under Secretary for India.
Many and complicated are the rules which govern Parliamentary elections, and there are few men not working in the House who can claim to be intimately acquainted with the whole code of Parliamentary procedure. Why, for example, has the new Under Secretary for India not got to face a by-election? The answer is that the Under Secretaryship for India to which Mr. Charles Roberts has been appointed carries a salary of £1,500 a year but it is not technically an "office of profit under the Crown." The fiction which makes this possible is that the office is held not under the Crown but under the Secretary of State for the Department concerned. A full blown Secretary of State does hold an "office of profit under the Crown;" his Under Secretary, with a four-figure salary, does not—delightful distinction without a difference for which we have to thank a venerable statute of the days of Queen Anne.

Prosaic End.
The United States cruiser, Detroit, which took an active part in the war with Spain, is coming to a prosaic end. A short time ago she was struck out of the navy list and was sold. She has now been converted into a tank barge for the transport of cargoes of molasses from Havana to New Orleans.

Dr. Jowett.
The Rev. Dr. Jowett, minister of Fifth Avenue Presbyterian Church, New York, and formerly of Birmingham, has decided to remain in New York, and has declined an invitation to become pastor of the Union Chapel, Islington. Dr. Jowett, it is stated, is the highest paid pastor in the world, his salary being £3,000 per annum. He proposes to sail for the Holy Land, with his wife and family, some time during April.

Pedal Ricksha.
The nice days' wonder of Singapore streets at the moment is the pedal ricksha, or, more properly, bath-chair which has to all appearances earned some popularity amongst native patrons. We may be wrong, but we fancy that after the novelty has worn off the Malay pedaller will find the job far too "sual" to his liking, especially where obese passengers are concerned. However, the promoters seem to have had sufficient faith in the venture to sink a considerable sum in expensive machines and their enterprise deserves success.—*Straits Times.*

Mosquito Nets.
The Government of India were recently taken to task by the *Lancet* for its "obscure and short-sighted attitude" in not supplying mosquito nets to British soldiers. A doctor in the Punjab now defends the Government. "Taking into consideration the doubtful success of such an experiment as the wholesale provision of mosquito nets for the troops, owing to the personal factor, I do not consider," writes this doctor, "the Indian Government would be justified in undertaking the huge outlay and recurring charge involved. The cost of each mosquito curtain is about half a guinea and its life in the barrack room at the most, one season. Fortunately, a possible remedy is coming more and more within the bounds of practical application. I refer to the substitution of large electric fans for the present unsatisfactory punkas; these will not only cool the air but also keep away all mosquitoes by their draught, and when introduced into barrack rooms will solve one of the greatest problems in the prevention of malaria."

Songsters for India.
The first consignment of black birds and thrushes from Denmark was despatched about the middle of February and so will be in Darjeeling very soon. The birds will be placed in Birch Hill. Some years ago birds were similarly brought out for the Botanical Garden.

RADICALS JEER A FIELD-MARSHAL.

Astounding Incident in the House.

The following is the *Globe's* special representative's account of the proceedings in the House of Commons on March 27 when the postponement of the Premier's statement was announced:—
"The Cabinet is still sitting." That was an announcement that fell on the House like an explosive. Nearly forty-eight hours since the War Secretary did his retirement somersault, and the Prime Minister did the disappearing guarantee trick, yet "the Cabinet is still sitting."

Irony of ironies, the only person who could be spared to make this announcement of such momentous significance was the pale-faced and bearded Mr. Gulland, the "hero" of Wick—one of the several members of the Government who have stood in the white sheet before the Commons!

Reading from a paper, for fear words or memory should fail him, the Whip was "asked to say the Cabinet is still sitting."

At once there were wild and whirling cries of derision from the Opposition. For a space the Government men sat silent, dumbfounded, and then, in sheer desperation, they sent back an answering shout.

Sinister Meaning.
It was a moment of such tense drama as even these weeks of excitement and alarms could not equal. The setting was familiar, but the circumstances gave to it all a sinister meaning, a meaning which carried a new peril in an incident to which I shall refer later.

I have said the circumstances were familiar; a crowded assembly, packed galleries, the peers in full force, and over it all the gloomy light of the Chamber on a dull day; a murkiness which almost seemed symbolical of the clouding peril into which the Government has brought the Army and the nation.

The Opposition leaders were in full force. Mr. Bonar Law was between Mr. Chamberlain and Mr. Lyng; the Dictator, Mr. Redmond with arms folded, sat watching from his perch on the bench behind. It was noticed that no Cabinet Minister was present, and the natural assumption was that they would appear as soon as business commenced.

Feeling Excitement.
There was the promise to the House, broken so far as concerned 11 o'clock last night, and renewed for noon to-day, that the Prime Minister would make a statement on the reported resignations of Sir J. French and Sir J. Ewart.

With this in mind the Speaker called upon the Leader of the Opposition to put the question which would extract the statement. Mr. Bonar Law, however, gave way to Sir Reginald Pole-Carew, the original questioner of the previous afternoon. The gallant officer repeated his query.

It was then we had the astounding announcement of the "hero" of Wick. At once the chamber was in an uproar. So unexampled a case of trifling with the House led to seething excitement. But the forms of order, as it turned out, were against the Opposition. It was a private members' day, and there were no means available for at once directing attention to the conduct of the Ministry, unless the initiative for debate came from the Government.

The White Wick "Hero."
Need I say that initiative was denied. The Wick "hero" sat white and perturbed, a few minor Ministers were huddled near him the storm raged, demands were made, points of order put. Mr. Speaker could offer no satisfaction to the Opposition. The "hero" of Wick was dumb.

"Only the Government," said Mr. Speaker, "can move the adjournment of the House on a Friday in order to secure an immediate discussion."

Mr. Bonar Law bowed to the inevitable, to the impossibility at the moment of dealing with what was "nothing less than a public scandal." The temper of the Opposition was roused, and found relief in prolonged cheers.

Other occasions other manners. To have sent a Cabinet Minister to deal with the situation would have been a common courtesy. But sure of their majority in the

House, they preferred to remain in the background, striving for means to avert the inevitable blow of finding they are without a majority in the country.

Ward of the Swelled Head.
Nothing could be done until five o'clock, at the conclusion of the ordinary business of the day. That was plain, although, as Mr. Ronald McNeill exclaimed with biting truth, there was no security that even the Prime Minister would keep his promise.

All that the Radicals could do was to clamour for their rights to discuss a private Bill forthwith, and when Mr. A. Chamberlain sought to suggest a kind of modus vivendi, the Labour member, Mr. Ward, the new darling of the National Liberal Club smoking-room, interrupted, as he always does.

His new-found popularity has swelled his head, already developed in a huge sombrero of grey felt. Now he was "told to put his face in his hat," and someone offered to perform the operation for him.

The Piping Mr. Barnes.
All was excitement and uproar, and tempers were not improved when the sycophant leader of the Labour party, the ally of the Chancellor of the Exchequer, got up to declare that he "had no objection" to something or other.

This assumption of authority was laughed to scorn mingled with cries of "Order for the new Prime Minister." Mr. Ward has been securing all the crimson limelight. The Labour party are jealous, and so poor Mr. Barnes, the mild-mannered revolutionary, piped out a challenge to adjourn the House of Commons "until such time as we know what the Carragh Parliament is going to do."

Ultimately the House passed to the order of the day, a private Bill, and members trooped out into the lobbies.

A Cadish Exhibition.
It was then there occurred an incident so deplorable in its cadishness that, for decency's sake, it should go unrecorded except that it marks the point which the venom and spite of the Radical rank and file has reached under the tutelage of Mr. George and Mr. Churchill.

As the House emptied the noble Lords in the Peers' Gallery, visitors (guests as it were) to the House of Commons, also proceeded to leave the Chamber. Among them was a gallant Field-Marshal, victor of many notable campaigns. Attention was called to his presence, and nearly the whole of the Ministerialists below the gangway, Radicals and Labour men alike, half rose in their seats, and pointing fingers at the Peers' Gallery cheered in vociferous derision.

Naturally the peers paused in their exit to look down on the House and ascertain the reason for this new and sudden outburst. They hardly seemed to realise that they were the objects of this cadish display, and even the pointing fingers seemed to leave them in doubt.

Feeling has often run high in the House of Commons, and those who have watched the proceedings have frequently been the subject of debate. But never before have I seen a deliberate demonstration such as that which, brief though it was and unseen by many members of the Opposition, who had already left the House, marked the limits of Limehouse.

The Premier's Statement.
Mr. Asquith's eagerly-awaited and twice postponed statement was made at last in the House of Commons on March 28, and proved as surprising as the many unexpected events which preceded it.

Despite the prolonged conferences which have been continued for two days, the Prime Minister could make no definite announcement. He could only repeat what everyone already knew—that Sir J. French and Sir J. S. Ewart had resigned because of the torn contract, and that he had asked them to withdraw their resignations—and add that he was still awaiting a final reply.

The New Order.
After his brief announcement of the position Mr. Asquith stated that the following Special Order had been issued to the Army that day:—

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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Cable Address: Telegraph, Hongkong.

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BIRTHS.

BELL.—On April 15, at the Victoria Nursing Home, Shanghai the wife of A. D. Bell, of a son.

VEIRA.—On April 15, 1914, at the Shanghai General Hospital Angelo Francisco Vieira, aged 24 years.

LEICESTER.—On the 9th inst., at the Assistant Surgeon's Quarters, General Hospital, Singapore the wife of Mr. G. B. Leicester, of a son.

MARRIAGE.

CAMPBELL-SLATER.—On April 16, 1914, at the British Consulate, Shanghai, and at the Union Church by the Rev. C. E. Darwent, M.A., Percy Campbell, only son of Mr. and Mrs. Colin Campbell, of Bolton-le-Moore England, to Georgina Slater, third daughter of W. J. Slater, of Horwich, Lancashire, England.

THOMPSON-GOMME.—On April 15, at Holy Trinity Cathedral Shanghai, by the Rev. A. J. Walker, M.A., Dean, assisted by the Rev. W. H. Price, Elsie Emma Harriet, only daughter of the late Alfred H. Gomme, Esq., and Mrs. Gomme, of Englefield, Ramsden Road, Nightingale Lane, London, S.W. to Alfred Eric Sheppard, younger son of Mr. and Mrs. Alfred S. Thompson of St. Martin's, West Side, Clapham Common, London, S. W.

DEATH.

ZEHNDER.—On April 5, at Kuching, Sarawak, James William Zehnder, eldest son of the late Revd. J. L. Zehnder.

The Hongkong Telegraph.

HONGKONG, TUESDAY, APRIL 21, 1914.

REVENUE REORGANISATION.

It would appear that at last there is some serious movement in Peking towards dealing with the all-important question of domestic finance. Of late President Yuan Shih-kai has plainly shown a very live and active interest in what may rightly be termed the financial problem, even aside altogether from the loan question. He has perceived that a sweeping reorganisation of the system of raising and collecting internal revenues is of the utmost moment, and as a result of his consideration of the situation he has evidently come to a sound and sensible conclusion, namely that the Government benefits far less than it should from the ordinary sources of revenue. High officials are at one with him on this point, witness the recent recommendation of the Financial Conference relative to a larger measure of control over Provincial receipts by the Central Government.

By far the most important outcome of the President's investigations is his suggestion to the Political Council that the Land Tax should be reorganised along lines advocated ten years ago by the late Sir Robert Hart in his famous and most exhaustively prepared Memorandum. It may be recalled that the main proposal of the Memorandum was the imposition of a Land Tax at a uniform rate of 200 cash per mou at a fixed rate of exchange of 2,000 cash per tael, and Sir Robert Hart calculated that were this collected merely from the eighteen Provinces of China proper it would yield a sum of 800,000,000 taels, while, after reckoning for waste land and other deductions it would produce at any rate half that sum annually. The scheme did not stop here, for after apportioning sums to the Army, Navy, arsenals, salaries of civil officials, education, postal development, etc., Sir Robert showed that there would remain a surplus of some 120,000,000 taels. How great a benefit the putting into operation of this scheme would be, may be gathered when it is borne in mind, as the National Review points out, that at present the total revenue of the Central Government is not more than 300,000,000 taels from all sources, or a hundred million taels less than could be secured from Sir Robert Hart's Land Tax scheme.

Whether the Political Council will recommend the President's suggestion for adoption, it would be hard to say. If so, the step will be distinctly wise and politic. The scheme, of course, would require some modification now, after a decade's interval, but as a basis upon which to work it should be found of great use to the Republic at time when care and caution are needed in dealing with the nation's finances. One point is, at any rate, reassuring—namely, that with all the anxiety for modernity which is manifesting itself in the Republic, the President does not hesitate to learn a lesson from the past, a lesson, too, which is set by a foreign teacher.

Ferry Suggestions.

A remark was made in this column on Saturday that it would be well to turn the old ferry pier into a public landing place. It occurs to us, however, that it might be just as well to keep it as it is until the new pier has stood the test of a typhoon. To suggest that is not to cast any disparagement upon the stability of, or workmanship on, the structure; but it stands to reason that such a building must undergo a severe strain during a typhoon, and no harm would be done in giving the new pier a thorough test before discarding the old. As a public landing place the latter would, of course, be much lower than it is at present. Just while we are about it, and reverting back to a matter on which we commented the other day, are those signals to be raised so that they can be seen from some distance away? If that is impracticable would it not be possible to have some connection with the signals on the old pier which would admit of their being operated? The present position is most unsatisfactory.

The Unconscious Truth.

Schoolmasters in the Colony can, if they will, tell some racy stories regarding peculiar answers given by Chinese boys to questions set to them, but we doubt whether anything funnier was ever perpetrated than the reply, given only the other day, that politics is "the science which makes men comedians." As a piece of sarcasm it has its points, but the answer was made in all seriousness. One would give a deal to follow the working of this young man's mind. No doubt he had some kind of hazy and mistaken idea in it. Anyhow he spoke more truly than he knew. Of a verity politics, of late days, has produced quite a many more or less unconscious comedians, but we should hardly call it a science. It is not even an art and is becoming something like a rough-and-tumble.

Peking's Stringency.

Though in the negotiations with the Quintuple Group of financiers for a further loan the Chinese Government has been posing as if there were ample funds available with which to meet current outgoings, evidence is continually leaking out that the financial stringency in Peking is becoming more acute every day. That, indeed, may be one of the reasons why the Central Government is making endeavours to secure first call on the Provincial receipts, though, as we took occasion to note the other day, it is a very wise and necessary step that there should be a greater measure of control of the Provinces, in financial as well as other matters. This is of the utmost importance if the country is to be governed as it should be.

Cutting Down Salaries.

One of the pointers revealing the true state of affairs is the fact that the proposed reduction of salaries of Government officials is likely to be put into operation very soon. It is, of course, recognised that the measure cannot be applied to the case of foreigners in the Government service, though it is said to be the intention of the Premier to draw up fresh regulations whereby foreigners engaged in the future may be paid salaries more nearly approximating those received by native officials. There may be room for some curtailment of expenditure in salaries, though we should have thought the wiser step would be to attain this end by reducing the number of officials; for it is common knowledge that many departments are overcrowded with native underlings. Fat salaries have also been paid to members of the body which now performs the functions of Parliament, and here also the pruning-knife could very well be applied.

PLAGUE CASES.

Over A Hundred Cases last Week.

There were 116 cases of plague notified during last week and 88 deaths. Two of the cases were Japanese and one was a Malay. The rest were Chinese.

DAY BY DAY.

WHATEVER STRENGTHENS OUR LOCAL ATTACHMENTS IS FAVOURABLE BOTH TO INDIVIDUAL AND NATIONAL CHARACTER.

The Weather.
Lower level 8 a.m. Temp. 74; dull.

At the Peak 8 a.m. Temp. 69; fog.

The Mails.
Siberian Mail.—Due per s.s. Yingchow to-morrow.

American and Canadian Mail.—Left per s.s. Shidzuoka Maru at noon to-day.

French Mail.—Left per s.s. Atlantique at 1 p.m. to-day.

Medical Hall.
The Medical Hall has just received a large consignment of vichy water which they are now selling at reduced prices.

Hampshire Leaving.
H.M.S. Hampshire leaves to-day for the North.

Langkat Output.
Messrs. Wright and Hornby inform us that the Langkat output for the current month is 1,800 tons, or one ton more than last month.

A Rogue and vagabond.
A woman charged by Inspector McHardy, at the Police Court, this morning, with being a rogue and a vagabond, was sent to gaol for fourteen days.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Promoters of "The Lids Eye" \$100.

Old Wellingtonian Dinner.
It has been suggested that an O. W. dinner be held on June 18, next; any old Wellingtonians who wish to attend are asked to send their names to Captain Bouchier A. P. D., at Command Pay Office, or 89 the Peak.

Boots Stolen.
At the Police Court, this morning, a Chinese who broke into 122, Praya East and stole five pairs of boots valued \$13, was sentenced to three months' imprisonment and four hours' stocks.

Inspector McHardy proved the charge.

Contractor Fined.
A fine of \$100 was imposed on a Chinese contractor at the Police Court, this morning, for failing to take requisite precautions when blasting rock at Ma-ta-kok. Several pieces of rock were stated to have been blown into the slaughterhouse in that neighbourhood.

Y. M. C. A. Tennis.
In connection with the Y.M.C.A. Tennis Club a spoon competition has been arranged for Saturday next. Entries close on Thursday. A singles handicap is also being arranged the entries for which will close on Saturday.

Bandmann Opera Company.
The Bandmann Opera Company is returning to Hongkong and opens for a short season, of four nights, on Wednesday next week. They have paid a visit to Manila and have met with marked success in the shape of big houses during the visit.

Billiards at the Y. M. C. A.
The following gentlemen have been elected to a committee for the promotion of billiards at the Y.M.C.A. and to carry on business during the coming year:—Messrs. A. F. Briggs, W. B. Cawsey, W. E. Douglas, D. McCloud, C. Mycock, and R. G. Southerton.

Frightening Away Plague.
Last evening Wanchai was the scene of considerable excitement among the Chinese populace when a procession was made through the streets with fish lanterns, fires and musical instruments for the purpose of frightening away the devils responsible for the prevalence of plague in the district.

Latest Advertisements.
The Bandmann Opera Company open a short season here on the 29th inst.—Page 5.

Quinquina notices regarding the s.s. Persia and the s.s. Ben-mohr are issued.—Page 5.

The s.s. Thongwa leaves for Straits and Calcutta on the 24th inst.—Page 5.

The loss of a ladies' gold brooch is advertised.—Page 5.

Half a house at Kowloon is advertised to let.—Page 5.

RATS AND PLAGUE.

Important Statement by Dr. F. Clark.

The following report on rats and plague by Dr. F. Clark, M.O.H., was submitted this afternoon at the meeting of the Sanitary Board:—

To the President of the Sanitary Board.
Sir,—In the spring of 1909 a wholesale rat poisoning campaign, lasting about a fortnight, was instituted in Kowloon with a view to seeing what effect it would have on the incidence of plague, and in the Spring of 1910 the same scheme was extended to the City of Victoria.

Early last year and again this I discussed with Dr. Pearce and yourself the very inadequate results of this method of procedure and pointed out that it involved taking the staff away from house cleansing work at a time when their services in that direction were of most value. I had previously organized a system of dealing with infected blocks and areas, for as soon as a plague rat is discovered the Inspector of the District is instructed to distribute rat poison in the vicinity, inspect all neighbouring houses, fill up rat runs, attend to missing grating and generally to see to the protection of the people in that infected area, and this method of procedure has been pushed as far as the limited staff of the Department will allow.

I stated at a recent meeting of the Board that there had been in my opinion a very large increase, of late years, in the rat population of the City of Victoria, and I based this opinion on the increasing returns of rats collected and examined. The figures are as follows:—

CITY OF VICTORIA.
Rats collected and examined.
1910, 56,001
1911, 65,927
1912, 70,633
1913, 86,933

It might be argued of course that these figures merely indicate more thorough and efficient methods of rat extermination, but I am sorry that I cannot accept this explanation.

I have stated elsewhere that this rapid increase in the rat population is the natural result of the large augmentations of the native population during 1911, when some forty to fifty thousand Chinese poured into the Colony, and in 1913 when an even larger number sought refuge here. Apart from the question of migrations en masse and of devastating epizootics, the number of rats in any area is almost wholly dependent upon the available food supply for these animals and the most obvious result of human overcrowding when carried to excess is a marked increase in the amount of waste food both in the houses and in the yards and lanes adjacent thereto, and the crowding of much unnecessary furniture and baggage into the houses, thus providing hiding places for rats.

The problems which have to be met are:—

(1) the limitation in the number of rats, and
(2) the exclusion of rats from dwellings and workshops.
The only feasible method of limiting their numbers is to limit the food supply available for them; this consists mainly of the waste food from dwellings, markets, factories, etc., and rats will enter houses at night to search for food and will also feed in the yards and lanes surrounding them, if garbage is to be found there.

The Board have recently organized an evening collection of rubbish in order to remove as much as possible of this refuse before the rats venture out from their runs and hiding places, and householders are required to keep the day's waste in covered metal bins, until it is carted away by this Department.

In addition to this, we have various Regulations aimed at securing the exclusion of rats from dwellings, such as the guarding of all openings by iron gratings, the prohibition of ceilings and hollow walls in the new buildings and their removal from infected blocks, the concreting of ground surfaces and so on, but all these matters require the active co-operation of the individual householders if they are to

ALLEGED STOLEN COPRA

P. and O. Company's Loss.

Before Mr. Wood, at the Police Court, this morning, seven Chinese were charged with stealing fifty bags of copra from a P. and O. lighter as the cargo was being shipped into the cargo.

Mr. Lewis, of Messrs. Johnson Stokes and Master, prosecuted, and Mr. O. F. Mason, of Messrs. D'Almada and Mason, defended three of the men.

Evidence at length was taken to-day as well as on Friday last, when the case was first heard. The case was proceeding when we went to press.

prove effective, and I am sorry to say that there are many tenants in the City, European as well as Chinese, who make no attempt whatever to render or maintain their premises in a rat-proof condition. There are ten thousand houses in the City alone, and the present staff is only able to visit and cleanse each house about once in six months; at these visits tons of rubbish are collected and carted away, rat runs are filled in and defects are noted for notice on the owner or tenant, as the case may be, but without greater assistance from the community as a whole we cannot hope to secure the eradication of plague.

Wholesale rat poisoning as a plague preventive measure has failed, not only in Hongkong but in many other infected districts, owing to the enormous fertility of the rat in the presence of an ample food supply and a recent official pronouncement contained in one of the Reports of the United States Public Health Service reads: "Deratization as a general measure is not rational. The warfare against rats should be made by the improvement of housing conditions. Habitations should be kept free of garbage and filth which attract rats and serve for their nourishment." In this opinion I entirely concur.

We have in Hongkong the Mus rattus, commonly known as the English black rat, with large ears, a sharp muzzle and a tail longer than the head and body combined; also the Mus decumanus or Norwegian rat, grayish brown in colour, with small ears and a short thick tail; and many gradations between the two. In the presence of an ample food supply, rats will commence breeding when they are about 3 months old, will have three to five litters a year and each litter will average 8 or 10 young. It is not surprising therefore that within a very few months after a general slaughter the rats are found to be as numerous as ever.

Such general slaughters cannot moreover be repeated indefinitely, for rats become so wary that they avoid the poison laid for them, and a glance at the Table I append hereto will show that the effects of past campaigns have been insignificant—the weekly figures show an increase of a few hundreds of extra deaths, as the result of the distribution of over 350,000 rat pills, and occasionally a falling off in numbers for the following week or two, but then the numbers resume their normal range and the effects of the campaign, so far as total rats and infected rats are concerned, cease. There is another danger however connected with these attempts at wholesale slaughter, when the limitation in numbers is not permanently maintained, and that is that a considerable proportion of the rats so killed off have acquired immunity to plague as the result of having survived an attack of the disease, or are naturally immune; these are rapidly replaced by young susceptible rats, and consequently the attempt at eradication is a failure. No doubt in time and after many generations the immune rats will be able to produce comparatively immune progeny, and this phenomenon accounts for the gradual dying out of many diseases, which formerly were rampant, a matter which is referred to in a recent article in *The Times* on Rats and Plague.

To sum up, therefore, I strongly advise that all our efforts, and all the efforts of the community, should be concentrated upon the speedy removal of refuse of all kinds from the precincts of dwell-

THE SCOTT EXPEDITION.

Wonderful Motion Pictures at the Theatre Royal.

There was not a very large audience at the Theatre Royal last night when the cinematograph pictures of Captain Scott's famous South Polar Expedition were shown for the first time in Hongkong. Now, however, that the wonderfully vivid visual account which they supply has been demonstrated there should be packed houses for the remainder of the week. Frankly, the pictures are without doubt the most remarkable ever seen in the Colony, if indeed they are not the most interesting ever shown anywhere. The films, as is known, constitute the official pictorial record of the expedition, having been taken by Lieut. Herbert G. Ponting, F.R.G.S., who was a member of the noble band of explorers to the great Silent South. The opportunity of seeing these wonderful films should therefore certainly not be missed.

The films deal not only with the actual work of the members of the expedition, but also provide a striking insight into the habits of the strange animal life to be found in the region in which the party operated. From the departure of the Terra Nova from New Zealand we are shown the progress of the little vessel to the Polar Seas in a manner which is the nearest possible approach to being actually on the expedition ship. A great storm through which the vessel passes is strikingly portrayed, but most wonderful of all is the illustration which is provided of how the Terra Nova plunged her way through the great masses of pack-ice which she encountered on approaching the Great Barrier. Then there are the beautiful scenes of huge icebergs and the panoramic views of the ice country seen by the light of the midnight sun. Later we are shown the scenes at the disembarkation of the several parties, the landing of the Siberian dogs and ponies and the equipment, and from then onward the attention of the audience is gripped by the operations of the Expedition and the pictures of the strange birds and animals in their native haunts. The leading figures of the party are easily recognised at work and play, and all through one gets an impression of the absolute goodwill and happiness which prevailed among the little band of intrepid explorers. The scientific members of the party are seen at their investigations, dog-drawn and man-drawn sledges are observed trailing their way across the dreary wastes of snow and ice, while the motor sledges are also seen in operation. One picture of a football match on the icy wilds is most remarkable. As to the animal life, the pictures must be seen to gain anything like an adequate impression of their consuming interest. The final picture of the members of the expedition just before their last tramp is most impressive.

As we say, no one should miss seeing those wonderful records. They impress one with the hardships which the explorers had to endure—allbeit cheerfully—and the endurance of the gallant party. And one rises from a survey of them with a feeling of having been brought into actual contact with the men in their great and serious work.

Lings and offices, and that no measure which will help to exclude rats from these premises should be neglected.

FRANCIS CLARK,
Medical Officer of Health,
Hongkong, April 15, 1914.

5,000 Year Old Pen.

A Bill authorising the United States Government to construct a thousand miles of railway in Alaska at an expense of \$7,000,000 was signed yesterday by President Wilson. A special pen, made of pure Alaskan gold, was used. This, says the *Chronicle* correspondent, was mounted on a holder made from the task of an Alaskan mastodon, believed to be 5,000 years old.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, APRIL 21, 1914.

LANGKATS.

Shanghai Comment on the Situation.

The noteworthy feature of the week has been the reduction of the Langkat oil output and the consequent speculation in the share market, says the N. C. Daily News of April 17. That the output would not increase, under ordinary conditions, was no surprise; but that it would come down to the level of 1,800 tons a week was certainly not expected. Of course figures for one week are no criterion of the total for the month; but it is feared that, unless success attend the deepening in the interim, the tendency is for the output to remain round about 3,000 tons per month.

The situation in the share market is, however, unfortunate. When rumors prevailed in February that there was going to be a large increase in the output and when the output for that month showed a sudden increase of 4,000 tons the market lost its head. Most people expected that the output would increase largely in the succeeding months and the value of shares would move up to Tls. 70. Hence those who made forward contracts for April delivery at about Tls. 60 believed that they had got a bargain. Then events took a different turn and prices dropped over 23 points in three days. The speculators were now in a fix. There was a slight recovery after that. But when on Tuesday there was a further reduction of 400 tons in the output prices dropped from about Tls. 45 to Tls. 38. In view of existing heavy engagements it will be a bad business if prices remain low; and an effort is being made to keep up the market. Much depends, however, on the next two outputs; if they show no improvement, it is difficult to see how prices can be kept up.

CHANGLI INCIDENT SETTLED.

Japan Pays Substantial Compensation.

Peking, April 15. The Japanese Minister informed the Minister of Foreign Affairs yesterday that the Japanese Government, apart from the merits of the case, regrets the loss of life in the Changli incident and is prepared to pay \$28,000 as compensation to the families of the Chinese soldiers who were killed. Further, that the officer and men implicated will be submitted to an examination by a special committee of the Judicial Department of the Ministry of War.

Sun Pu-chi has expressed gratification at the amicable settlement arranged.

By agreeing to pay such substantial compensation the Japanese Government virtually admits that the Japanese troops at Changli were in the wrong and that proper and satisfactory regret should be expressed. The punishment of the officer and men concerned is entirely the business of the Japanese Government and it is hoped, for the sake of the credit of Japan, that their murderous violence will be rewarded with severe sentences.

The Japanese Government, however, cannot be held blameless in the matter, for the injudicious instructions, given shortly before the incident, to Japanese troops serving in China, not to tolerate insults by Chinese soldiers were obviously liable to lead to dangerous consequences where young and inexperienced officers were concerned.

MEXICAN INVASION.

The Difficulties of the Task.

A writer in the New York Evening Post, discussing the possible invasion of Mexico, says:— Vera Cruz offers the best opportunity as a base for the main attack upon Mexico City. The distance to be traversed is not very great—204 miles by the best route. There would be no difficulty in landing at that point a force sufficiently large to penetrate to the capital—in time. But there are considerations of terrain that make operations from this point difficult. At Jalapa, about eighty-two miles from the coast, the country has already risen to an altitude of 4,610 feet, or nearly fifty-seven feet to the mile. Beyond Jalapa and until Puebla is reached, the country is every bit as difficult. At Puebla, about 172 miles from Vera Cruz, the elevation is no less than 7,125. The passes that may be negotiated are few in number, and all of them easily defended. The terrain which an army on the offensive would occupy is such that artillery could not be used effectively. What the loss of life would be in the series of engagements that would have to be fought along the eastern escarpments, which the Central Plateau of Mexico offers, is not a pleasant thing to dwell on. The fact that south of Vera Cruz the terrain is even more difficult and that in operations toward the northwest the factors of distance and inaccessibility of climate have to be met, leaves this part of the programme anything but an inviting picture.

It is doubtful whether Mexico City could be taken via Vera Cruz with less than 125,000 men. The only hope of the officer in charge of these operations would lie in the superiority of numbers—the possibility that an extended front, or line of attack, would develop weak spots in the defensive tactics of the Mexicans. Individual courage is a sadly futile thing in a terrain such as this, and the fortune of war generally is with the man behind the boulder up on the hill. It is almost necessary to have seen panting infantrymen scale heights to understand this.

Might be Taken in Six Weeks. Mexico City might be taken via Vera Cruz in six weeks, if no severe reverses had been suffered. Seven miles per day with the country to be carried is no mean performance.

Needless to say, the railroad to the capital could not be used by the invading forces, and such is the territory which the line traverses that in many places it could be put out of commission for months. The line between Mexico City and Vera Cruz is as difficult a piece of railroad engineering as can be found. The same is true of most of the other railroads operating east and south-east of the capital. Estimating the cost of military operations at \$2 per diem for each man employed, we find that the taking of the Mexican capital, outside of the mobilization expenditure and cost of equipment, would amount to \$12,600,000 gold.

It must be borne in mind, however, that the case as here presented does not discount even a single serious reverse. With the Mexicans hard to dislodge, the invading army might find itself checked to such an extent that weeks would be consumed in the carrying of points of strategic importance. It must be remembered here that the American army would fight uphill from the moment it set foot on Mexican soil, and that every military crest would be a point of vantage for the Mexicans. Most of the fighting would occur in the defiles between the escarpment walls; with fanatical Mexican soldiery holding the heights, this would become bloody work indeed.

BILLIARDS.

Cornwallis Narrow lead over R. E. A.

The closely contested match between the D.O.L.I. and the R.E. "A" Team, in the second round of the Soldiers Club Billiards Tournament, was continued last evening, the Cornwallis increasing their lead of 17, which they previously had secured, to one of twenty. The even manner in which the games have resulted leaves the final outcome of the match which completes this evening somewhat of an uncertainty. Of the six games played the honours have been equally divided, both sides winning three games each. Last night Q. M. S. Collings for the R.E. beat Sergt. Baron by 250-217 but Corpl. Waldron lost to Sergt. Plant by 250-216.

The scores to date are as follows:—

D. O. L. I.	
Sergt. Ostler	250
Sergt. Lannon	247
C. Q. M. S. Tovey	141
B'dmaster Roberts	250
Sergt. Baron	217
Sergt. Plant	250
1355	
R. E. "A."	
Corpl. Coxon	175
Q. M. S. Anderson	250
Q. M. S. Black	250
S. M. Morgan	194
Q. M. S. Collings	250
Opl. Waldron	216
1335	

The diversion movement upon Tampico would have little value, except it sustained an invasion across the lower courses of the Rio Grande. Strategically, Tampico is hardly on the map, and the American military sphere to be established there would extend to the north rather than to the west and south. The country's topography determines that.

But with Mexico City taken, with the territory towards the coast cleared, the pacification of Mexico would not yet have commenced. To all intents and purposes that part of the republic is as tranquil to-day as it ever has been or probably ever will be.

Effect would be Doubtful. To what extent would the taking of the capital influence the Mexicans, is now the question to be considered. To be sure, when the Germans had taken Paris in 1871, the backbone of all resistance had been broken. There are many instances of this sort in history, but in this respect Mexico City means so little to the Mexicans that such a result could not be hoped for. The pacification of Mexico, for that could be the only reasonable objective of intervention, would have to be carried into the most remote parts of the republic. In that would lie the difficulty.

There is the hope, of course, that the super element of Mexico would by that time realize that law and order was all that American army demanded. But this is merely a hope, not well supported by the country's antecedents. One has to know the intimate history of political Mexico, from Hidalgo and Juarez down, to understand how little justification there is for such a conclusion. The Mexican is not above demanding that before he would treat with the invader for his own good there would have to be a complete evacuation. Naturally, to this the United States Government could not assent.

With bases established at Vera Cruz, Mexico City, and Tampico, military operations in the republic would be less difficult. But before the country could be swept clean of roving guerrillas and order established, the American army would have to be great-

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

COURT OF APPEAL

NEW APPOINTMENT.

[Reuter's Service To The "Telegraph."]

London, Received April 21. Sir William Pickford, Judge of the High Court, King's Bench Division, has been appointed a Judge of Appeal in succession to Sir R. L. B. Vaughn Williams, Lord Justice of the Court of Appeal, who has resigned.

BOXING.

BANTAMWEIGHT CHAMPIONSHIP.

London, Received April 21. In the fight for the English bantamweight championship at the National Sporting Club, between Digger Stanley and Curley Walker, the former looked like winning easily, but was disqualified in the thirteenth round for holding.

THE SUGAR DUTIES

London, Received April 21. Eighty Liberal M. P.'s have signed a memorial to Mr. Lloyd George urging the repeal of the sugar duties.

OBITUARY.

MR. F. R. CROCKETT.

London, Received April 21. The death is announced, at the age of 53 years, of Mr. F. R. Crockett, the famous novelist.

C. P. R.

NEW MAIL SERVICE.

London, Received April 21. Reuter's correspondent at Montreal states that the Canadian Pacific Railway Company announces that a new service carrying American mails on the Manila service starts on June 11 by which the journey from Vancouver to Yokohama will be made in ten, to Kobe in eleven, Nagasaki in thirteen, Manila in seventeen, and Hongkong in nineteen days. The return journey will be via Shanghai, Nagasaki, Kobe, Yokohama and Vancouver.

Nothing short of 250,000 men would be needed for this work, entailing an expenditure of at least \$500,000 per day, or \$182,500,000 in a year.

The claim made now and then that it would take from ten to fifteen years to subdue Mexico is very extravagant, of course. Yet the task might stretch over three to four years easily enough. The public is so accustomed to seeing maps of Mexico on a very small scale that there is constant danger of underestimating the extent of the republic. The distance from Laredo and Mexico City is roughly 800 miles, from El Paso the distance is even greater and between Matamoros and Mazatlan lie hundreds of miles of the most difficult terrain an army might wish to try its mettle on. Mexico is a country of magnificent distances, not so much by reason of extent, as by reason of inaccessibility.

Would have to get Railroad. For strategic purposes, the Americans would be obliged to gain control of the Laredo-Mexico City Railroad line from the very first. With this in view, several divisions, having San Antonio, Tex., as their main base, would

CHINESE LOAN FOR SIX MILLIONS.

Issue in Paris.

The Banque Industrielle de Chine, the Credit and Provincial Banking Syndicate, have made arrangements for the issue of a five per cent. Chinese Government Gold loan to the amount of £8,000,000. The proceeds of the loan are to be devoted to harbour works at Pakow, and water, tramways, and electric light services of Peking.

The loan is guaranteed by the municipal revenues of Peking, the alcohol revenue from the provinces north of Yangtze, with the exception of Mongolia and Manchuria. In the event of the services of the loan not being met from these sources the general revenue of China will be called upon. The loan is being issued in 500f. bonds at 47½. 25c.—Times.

operate from the north. The country north of Monterey might not present any serious problems, though in the vicinity of Lampazos, N. L., some resistance might be expected. Here one of the lower plateaux rises to an elevation of about 1,300 feet from a plain 560 feet above sea level. At Villadama more encounters would take place. The Mexicans even might decide to contest possession of the railroad leading to Monterey through a terrain rendered severe by the fact that the valley in which the line runs is flanked on both sides by hills and mountains excellently suited to guerrilla operations. It would be no small matter at any rate to keep open this line of communication.

Monterey lies at an elevation of 2,313 feet, and if held by a force well supplied with artillery, a siege of some duration might precede its reduction. It is not likely, however, that the Mexicans would make a stand there, though if minded to do so, they could make its tenure precarious for a long time. The mountains south, east, and west of the city would lend themselves to this purpose.

Between Monterey and Saltillo lies a stretch of country, sixty-seven miles in width, that would give an invading army many an anxious moment. Within that short distance the country rises to an elevation of roughly 5,400 feet, or a little more than 3,000 feet for sixty-seven miles. The easiest pass is negotiated by the railroad, but little energy would be expended in rendering this line useless for many days, if not weeks.

With Saltillo taken, contact could be established with a force penetrating from the El Paso sphere of operation. Torreon and its tributary territory could then be placed under control, and after that the main force could push on to San Luis Potosi.

Substance Would be Difficult. Substance by now would be a serious problem. Main lines and branches included, the American army would have to guard a line of communication no less than 1,200 miles long, all of it single railroad running for the greater part through difficult territory. The Mexican high plateau, reached at Saltillo and San Luis Potosi, is a barren stretch of country. The cities one sees on the map are merely dots in a vast desolation of volcanic basins and ridges, each of them an invitation for guerrillas to make a stand. Further south Guanajuato would be reached at an elevation of about 7,000 feet. Here the republic becomes more populous, and south of Rincon, a point then probably gained by the army in the south, determined resistance could be looked for. Between Queretaro and Huichapan are many points that could be easily defended by the Mexicans.

With the armies from the north in touch with that holding the

STRONG CHRISTIAN MOVEMENT IN TIBET.

Chengtu, April 16.

A letter from Tachienlu says that the centre of interest in western Szechuan has shifted from Hsiangsheng to Chingmiao where the contest between Chinese and Tibetans continues. Half of the Hsiangsheng population has still not returned home.

American missionaries wishing to return to Batang have been detained at Tachienlu. They regret this because the Tibetans are now showing the greatest interest in Christianity. The movement towards inquiry, of which there was dim evidence last year, is now assuming great proportions. No fewer than 2,800 families in the Dawo district have recently notified the missionaries of their desire for Christian teaching.

The reason why the officials are detaining the missionaries is probably because they do not desire the Chinese operations west of Chingmiao to become known.—Reuter to the N. C. Daily News.

capital, some 2,500 miles of communication would have to be kept open—a tremendous task requiring the services of at least 125,000 men—fifty men to the mile. This would leave an equal number for further operations and for the occupation of strategic points. The territory so far effectively occupied would not exceed twenty miles on each side of the railroad track, and Kitchener's blockhouse system might have to be employed to keep even that much. The reminder that all military measures depend upon the determination of the enemy is in order here.

Might Require Ten Years.

But even with the eastern part of Mexico under control, the end of the task would not yet be in sight. To the west of the trunk lines of the National Railways of Mexico lies a vast territory that could be held by the insurgents, or patriots—all depends upon the viewpoint—for an indefinite time. To that part of the republic the ten-year term of war might easily apply. Even during the Diaz regime the Federal Government exercised its power there only through bribes, political corruption, and worse. What an invading army would meet there may easily be inferred from this inaccessible plateau, great mountain chains, canons that are veritable rents in the continent, passes that could be defended by a single machine gun against army corps, and valleys in which the defenders could rubs with ease make up the greater western half of the republic. Parts of this territory are such that those holding them could go to war between crops and manage to keep the invaders at bay. As much may be said for the southern parts of the republic.

This is hardly a bright picture. But it is the best that can be given of the subject. Probably the cost of pacification would be not a cent less than \$500,000,000, and casualties could not be expected to number less than 50,000 men killed and invalided. Those who may have been unable to understand the inaction of the Taft and Wilson Administrations can rest assured that the magnitude of the pacification of Mexico is fully appreciated by the War Department. Intervention in Mexico might become a retreat or a job badly done.

Japanese Newspaper Case.

With regard to the interference in Peking on two occasions recently with the Japanese newspaper Shuntien Jihpo, the Chinese Government recognizes the irregularity of the procedure and promises that in future treaty rights will be observed and that the police will be reprimanded.—N. C. Daily News Correspondent.

CHINESE IN ENGLAND.

Seamen's Deputation to Mr. John Burns.

Mr. John Burns received a deputation with reference to the displacement of British seamen by Asians on board ship at the Board of Trade on March 19.

Mr. Havelock Wilson, speaking on behalf of the sailors and firemen, pointed out that the increase in the number of Chinese boarding houses was an indication of the increase in this country of the number of Chinamen competing with the European seamen for ports on board ships. A few years ago there were about 13, now there were anything from 400 to 500 in the country. The paying off of Chinese seamen in British ports was fast creating a colony of Chinese half-breeds in places like London, Liverpool, and Cardiff, because the Chinese were marrying English women.

Mr. Burns, in reply, referred to a certain amount of inside knowledge that he himself had acquired as to the conditions which obtained in life at sea. The language test would be applied consistently, and the deputation might take it for granted that nothing would be left undone that could be done to prevent the alleged evil increasing. According to the latest returns available the number of European foreigners employed on British vessels had decreased, and although it was not shown that the Asiatics had decreased yet the increase was only a small percentage.

Kandy's Future.

The War Office have under consideration the abandoning of Kandy as a garrison station for regular troops.

"Ohm Rule"

Mr. Amery, M.P., speaking to the General Electric Co., said the industries in Parliament had some features which possibly entitled them to rank amongst the electrical industries of the Empire. Their machinery was stimulated by a current—the current of loquacity. It was an alternating current, and the Speaker acted as a kind of transformer, calling now upon the positive and now upon the negative member of Parliament. In Parliament, as in electricity, resistance engendered heat. In electricity they measured that resistance in ohms. To-day there was the resistance of the heat associated with what the man in the street called "Ohm Rule."

The Venice Disaster.

Further details of the disastrous collision that occurred in the Grand Canal at Venice between a torpedo boat and launch containing 80 passengers, mostly women and children, show that the torpedo was travelling at full speed when the vessels struck, and that the launch sank in a minute. The majority of passengers were at the time in the saloon sheltering from the cold and few of them had time to escape. Italian and German blue-jackets saved many lives. While Lieut. Bossi (an Italian) was rescuing a woman many persons' heads, to his neck, with the result that he was drowned. In consequence of the disaster the theatres and restaurants in Venice were closed and the city was in mourning. The drowned included the captain of the launch, two English ladies (together) four sailors from the Kaiser's yacht Hohenzollern, and three Italian naval officers. The disaster is attributed to the fact that the steersman of the launch was watching a hydroplane that was manoeuvring close by. The steersman of the torpedo had disappeared, and no trace of him can be found.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water-tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T.	England
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Peking
Hampshire	1st class cruiser	10,860	10	20,500	Capt. H. W. Grant	Weihaiwei
Ged	Torpedo-boat destroyer	618	4	1,200	Lt.-Com. G. A.	Mullook
Kinsale	River gunboat	—	—	—	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo-boat destroyer	1,040	—	—	Lt.-Com. Boddam	Whesham
Merlin	Surveying ship	14,800	—	—	Lt.-Com. C. J. B. Gibson	Lahnan
Minotaur	1st class cruiser	180	2	27,000	Capt. E. B. Kiddle	Weihaiwei
Minotaur	River gunboat	4,800	12	22,000	Lt.-Com. Alan Dixon	Hongkong
Newseller	2nd class cruiser	85	2	240	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	590	—	7,500	R. W. Wilkinson	Yangtze
Ribbles	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Nash	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Cromie	Canton
Rosario	Depotship for submarines	980	—	1,400	Lt.-Com. I. S. Hutton	West River
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Saipa	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Taku	River gunboat	180	2	800	Lt.-Com. H. Guy Stopford	Yangtze
Teal	River gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell	Yangtze
Thistle	Gunboat	11,915	—	12,500	Capt. P. Serfatfield	Hongkong
Triumph	Receiving Ship	—	—	—	Comdr. Anstrute	Hongkong
Tamar	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Uak	Torpedo-boat destroyer	355	6	6,800	Lt.-Com. H. D. Adair	Weihaiwei
Virago	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Wolland	Torpedo-boat destroyer	360	6	5,900	Lt.-Com. R. Nevill	Weihaiwei
Whiting	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
	C. 36,	—	—	—	Lt.-Com. Pope	Hongkong
	C. 37,	—	—	—	Lt.-Com. McGillivie	Hongkong
	C. 38,	—	—	—	Lt.-Com. J. Gaimies	Hongkong
	T.B. 035,	—	—	—	Lt.-Com. Handley	West River
	T.B. 036,	—	—	—	Lt.-Com. T. Burton	Hongkong
	T.B. 037,	—	—	—	Lt.-Com. Nicol	Hongkong
	T.B. 038,	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.

Dupleix	Armoured cruiser	10,614	30	20,000	Capt. Vergos	Shanghai
Kleiser	Armoured cruiser	9,700	12	19,600	Capt. Goutis	Hongkong
Decree	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Escho	Gunboat	130	—	—	Lieut. Collin	Tongku
Bonard de Laage, Gunboat	—	—	—	—	Lieut. Dupuy Duteemps	Tchong-kin
Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station	—	—	—	—	Lieut. Boudier	Saigon
Lynx	Submarine	—	—	—	—	Saigon
Protee	Submarine	—	—	—	—	Saigon
Slyx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Frondo	Destroyer	350	7	303	Lieut. Amillao	Saigon
d'Herville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Fidollet	Destroyer	180	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Masche	Surveying ship	1,625	10	9,000	Com. Voisin	Saigon

German.

Emden	Cruiser	3,000	22	13,500	Capt. v. Muller	Tsingtau
Grafschaaf	Armoured cruiser	11,800	36	26,000	Captain Brunninghaus	Tsingtau
Idis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaeger	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Mann	Tsingtau
Lucho	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nürnberg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Schaltz	Tsingtau
S. 90	Torpedo-boat	400	18	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	230	14	6,000	Obit. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze

Portuguese.

Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa	Macao

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albatross	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cavite
Baldhead	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barb	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	Cavite
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chimney	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
Chimney	Protected cruiser	3,433	11	10,000	Com. J. V. Chase	Cavite
Chimney	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Coleman	Cavite
Chimney	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
Chimney	Gunboat	620	4	600	Lt. Com. V. B. Gannon	Shanghai
Chimney	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Chimney	Station ship	1,900	8	1,100	Lieut. V. R. Lowe	Cavite
Chimney	Monitor	3,890	8	3,000	Lt. Y. Rorschach	Olongapo
Chimney	Monitor	4,084	4	5,277	—	—
Chimney	Sea going tug	854	2	1,300	Ensign J. J. Peyton	Cavite
Chimney	Reaper ship	2,095	—	—	—	—
Chimney	River boat	—	—	—	Lt.-Com. O. W. Coles	Canton
Chimney	Cruiser	—	—	—	Com. P. Babin	Hongkong
Chimney	Flagship	—	—	—	J. H. Dayton	Shanghai
Chimney	Cruiser	—	—	—	Com. R. H. Leigh	—
Chimney	—	—	—	—	Lt. G. W. Hoing	—

MARKET PRICES.

Hongkong Apr. 17, 1914.

BUTCHER MEAT

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb. 18
„ Corned, — Ham, — gau Yuk	18
„ Roast, — Shiu	18
„ Breast, — Nagu Lam	12
„ Soup, — Tong Yuk	15
„ Steak, — Ngau Yuk Pa	18
„ do. — Sirloin Coton — Ngau Lau	20
„ Sausages, — Ngau Chaiung	28
Bullock's Brains, — Know	per set 10
„ Tongue fresh, — Ngau Li	each 45
„ „ corned, — Ham Ngau Li	55
„ Head, — Ngau Tan	60
„ Heart, — Ngau Sun	12
„ Lump, Salt, — Ngau Kin	15
„ Feet, — Ngau Kaki	13
„ Kidneys, — Ngau Y	8
„ Tail, — Ngau Mei	9
„ Liver, — Ngau Koa	lb. 18
„ Tripe (undressed), — Ngau To	12
Calves' Head & Feet, — Ngau chai-tau-kark	set 6
Mutton Chop, — Yeung Pei Kwat	lb. 81
„ Leg, — Yeung Pei	25
„ Shoulder, — Yeung Shau	25
Pigs Chitlings, — Chu Ohong	per set 27
„ Brains, — Chu Know	lb. 2
„ Feet, — Chu Kark	12
„ Fry, — Chu Chak	3
„ Head, — Chu Tau	each 18
„ Heart, — Chu Sam	pair 10
„ Kidneys, — Chu Y	lb. 8
„ Liver, — Chu Con	24
Pork, Chop, — Chu Pak Kwat	24
„ Corned, — Ham Chu Yuk	23
„ Leg, — Chu Pe	27
„ Fat or Lard, — Chu Yau	24
Sheep Head and Feet, — e Tau Kark	set 30
„ Heart, — Yeung Sum	each 85
„ Kidneys, — Yeung Yiu	7
„ Liver, — Yeung Con	lb. 9
Sucking Pigs, To Order — Chu Cha	25
Suet, Beef, — Sang Ngau Yau	22
Mutton, — Sang Yeung Yau	18
Veal, — Ngau Chai Yuk	25
„ Sausages, — Ngau Chai Chaiung	13

POULTRY.

Chickens, — Kai Chai	lb. 32
Capon, Large, Small, — Sin Kai	32
Ducks, — Ap	25
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz 20
Fowls, Canton, — Kai	lb. 30
„ Heinan, — Hoi Nam Kai	28
Geese, — Ngai	30
„ Wild Shai, — Shang-ho Yea Ngai	—
Musk Deer, — Wong Keng	each \$600
Hare, Shanghai, — Tu Chai	65
Partridge, — Che Khoo	65
Pheasant, — Shan Kai	par 1.60
Pigeons, Canton, — Pak Kup	each 34
„ Heibow, — Hoi How Pak Kup	28
Quail, — Um Chan	16
Rice Birds, — Wo Pa Cheul	dozen 24
Snipe, — Sa Choy	each 24
Turkeys, Cook, — Phor Kai Kung	lb. 70
„ Hen, — Na	55
Wild Ducks, Shai, — Shang hoi Sui Ap	\$1.30
„ — Sai Ap Chai	45
„ d Ducks Canton, — Sang Shing Sui Ap	65

FISH.

Barbel, — Ka Yu	lb. 9
Bream, — Bin Yu	17
Canton Fresh Water Fish, — Hoi Sin Yu	17
Carp, — Li Yu	8
Catfish, — Chik Yu	24
Codfish, — Mun Tau	17
Cray, — Hai	1
Cuttle Fish, — Muk Yu	4
Dab, — Si Mang Yu	24
Dace, — Wong Mei Lun	15
Dog Fish, — Tin Yu	14
Eel, — Congor, — Hoi Man	10
„ Fresh water, — Pan Sin Yu	18
Eels, Yellow, — Wong Sin	18
Brigs, — Tin Kai	30
Garoupa, — Set Pan	32
Gudgeon, — Pak Kup Yu	53
Herring, — Tso Pak	16
Halibut, — Cheung Kwan Kap	20
Labrus, — Wong Yu Yu	28
Cabrus, — Wu Yu	18
Lobsters, — Lung Ha	28
Shark, — Chai Yu	20
„ Monk Fish, — Mok Yu	20
„ Weller, — Chai Yu	32
Oysters, — Sang Hoo	24
„ „ — Kai Kung Yu	20
„ „ — Tai Lo	18
Pike, — Ya Paw Poong	18
Plaice, — Pan Yu	19
Pomfret, Black, — Hui Chong	28
Pomfret, White, — Pak Chong	28
Prawns, — Mok Ha	7
„ — Tai Pa Sa	7
Poek Fish, — Set Ka Kung	10
Porch, — Chai Yu	12

Salmon, — Wa Yu Y	lb. 3
Shark, — Sa Yu	72
Sake, — Po Yu	8
Shrimps, — Ha	24
Snapper, — Lap Yu	23
Soles, — Tat Sa Yu	1
Tench, — Wan Yu	22
Turbot, — Cho How Yu	60
Turtles, small, fresh water, — Kork Yu	—
White Bait, — Ngau Yu Chai	—

FRUITS.

Almonds, — Hung Yau	lb. 30
Apples (California), — Kam San Ping Kho	20
„ (Chefoo), — Tin Chun Ping Kho	—
„ Small, — Hoi Tong	each 1
„ Custard, — Fan Lai Chi	—
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 3
„ (brides), Macao, — San Heung Chiu	3
Chestnuts, Chinese, — Fong Lat	12
Carambola, — Yeung Tse	—
Cocanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	lb. 8
„ America, — Kam San Ning Moon	8
Lichees Dried, — Lai Chi, small Stone	30
„ Fresh	—
Limes, (Saigon), — Sai Kung Ning Moong	each 1
Mango, Manila, — Lui Sung Moong	—
Mangosteens, — San Chuk Tse	doz 1
Oranges, (Canton), — San-shing Tim Ching	lb. 5
„ Sweet	6
Pears, (American), — San Shoot Lay	12
„ (Canton), Cook, — Sa Lay	12
Peanuts, — Fa Sang	10
Persimmons Large, — Hung Chie	10
Pine-apples, 1st quality, — Poon Ti Paw Law	each 10
„ 2nd, — Chung-tang Paw Law	8
Plantain, — Tai Chou	lb. 1
Plums, — Swatow, Hung Lai	—
Pumelo, Siam, — Ohim Lo Yau	each 12
„ Shanghai, — Lo Kwat	—
Walnuts, — Hop Tuo	lb. 15
„ Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kom San Sai Kwa	each 1
„ (China) Sai Kwa	—
Grapes, — Sang Po Tai Tse	lb. 20

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8	丁治竹
„ Cheuk	15	興時通運
Beans, (French), Macao, — Oh Moou Pin Tau	12	海菜通
„ (French) Shanghai, — Sheung Hai Pin	8	芥菜
„ Sprout, — Ah Cho	12	豆角
„ Long, — Tau Koo	—	紅菜頭
Beet Root, — Hung Chai Tau	each 8	青 茄
Brinjals, Green, — Ching Yuen	8	紅茄
„ Red, — Hung Ker	8	芥菜
Cabbage, Chinese, com, — Kai Choy	12	紅梗菜
Cabbage Red, — Hung Yea Choy	—	菜
Cabbage, Shanghai, — Yeh Chai	12	大芥菜
Cane Shoots, bunch, — Kan Shun	lb. 12	中芥菜
Cauliflower, Large size, — Tai Yeh Cho Fa	each 18	花菜
„ Medium size, — Cheung Yeh Cho Fa	15	花菜
„ Small size, — Sai Yeh Chai Fa	12	花菜
Carrots, — Kam Shum	lb. 6	金麥
Celery, Chinese, — Tong Kan Chai	8	翅升機
„ English, — Yeung Kan Chai	6	翅升機
Chickens Dried, — Gon Lat Chiu	30	乾雞
„ Red, — Hung Far Chiu	15	紅花
„ Green, — Ching Lat Chiu	12	青仔
Curry Stuff, English, — Kar Lee Chai Liu	10	茄菜財
Cucumbers, — Ching Kwa	8	青瓜
Bitter Squash, — Pa Kwa	12	苦瓜
Garlic, — Que Tau	8	蒜頭
Ginger, young, — Sun Tse Keng	6	新子
„ old, — Lo Keng	8	老
Horse Radish, Shanghai, — Lik Ken	15	力根
Indian Corn, — Suk Mai	each 1	麥米
Lettuce, — Yeung Sang Chai	1	芥生菜
Water Cress, — Ma Tai	lb. 0	蔴蔴
„ Mandarin, — Kwai Lum Ma Tai	15	桂林蔴蔴
Mushrooms, Fresh, — Sang Chai Koo	30	生平菇
Mush Melon, Amer, — Kam San Hong Kwa	each 1	金瓜
Okra, —	lb. 12	洋菜
Jalons Bombay, — Yeung Chong Tau	8	洋菜
„ Green, — Sang Chong	6	洋菜
„ Shanghai, — Shing-hoi Chong Tau	6	上海蔴蔴
Papaya, 1st qual, — Tai Man San Kua	each 1	大蔴蔴
„ 2nd, — Chong	—	中蔴蔴
Parley, — Kua Chai	—	蔴菜
Green Peas, — Ching Tau	lb. 15	青豆
Potatoes, Sweet, — Pan Shu	3	蔴豆
„ Shanghai, — Shing-hoi Shu Tau	—	蔴豆
„ Japan, — Yut Poon Shu Tau	8	日
„ American, — Ya Ki Shu Tau	8	花
„ Foochow, — Foo-chow Shu Tau	—	州
Pumpkin, — Tong Kwa	4	冬瓜
„ — Hung Lo Pak Tsai	8	紅菜
„ — Tai Wong	12	大黃
Sage, — Tse So	—	菜
„ — Gon Chung Tau	8	菜
„ — Yin Choi	5	菜
„ — Fung Ker	6	菜
„ — Wa Tau	5	菜
„ — Pumi, (Long), — Lo Pak	4	菜
„ English, — Yeung Lo Pak	—	菜
Vegetable Marrow, — Chit Kwa	8	菜
„ (American), — Kam San Chit Kwa	—	菜
Water Cress, — Sai Yeung Chai	15	菜
„ Lily root, — Lin Ngau	6	菜
Yams, — Ta Shu	10	菜

The prices necessarily vary from day to day and the market has no power to compel stallholders to sell at the prices given.

E. W. HAMILTON.
1911, Sanitary Board.

COMPANY MEETING.

Green Island Cement Company, Ltd.

The twenty-fifth ordinary general meeting of the shareholders in the Green Island Cement Company, Ltd. was held this morning at the offices of the General Managers, Messrs. Shewan, Tomes and Company, Dr. J. W. Noble presiding. There were also present, the Hon. Mr. D. Landale, Messrs. D. W. Craddock, and J. W. G. Bonnar, directors, R. Shewan, J. Robinson, J. A. Young, H. R. B. Hancock, J. R. Henderson, E. T. Bunje, A. Ellis, M. A. Figueiredo, and Ng Hon-tek, shareholders, and J. H. T. McMurtrie, acting secretary.

The Chairman, —Gentlemen, I call upon the secretary to kindly read the notice convening the meeting.

The Acting Secretary read the notice convening the meeting.

The Chairman said:—The report and accounts for 1913 have been laid before you, and with your permission I will take them as read. The balance at credit of profit and loss after allowing for Depreciation (\$90,418.89) is \$102,241.71 which we recommend should be carried forward.

I regret that the position is not such as to allow of our recommending a dividend, but under the circumstances, the shortage of raw material which at one period brought the works to an actual standstill, and the consequent loss of some of our old markets and the keen competition now ruling, such a thing could hardly be expected.

Our former large stocks of limestone having become completely exhausted we were forced to import elsewhere, and have been taking limestone from Haiphong since November 1912. This stone is of excellent quality and admirably adapted to our needs. The quantity obtainable has heretofore been governed by the difficulty in securing available steam tonnage at a reasonable rate. We soon found that it was impossible to depend upon getting a regular quantity by chartered steamers, and the only alternative was to purchase a steamer for ourselves. We accordingly bought the steamer "Consuelo" last May to carry our own supplies of limestone from Haiphong. She has been renamed "Chingchow," the Chinese for Green Island, and has proved of much value and assistance to us. She is now regularly employed on the run carrying our limestone supplies.

As to the renewal of export from Canton, your directors have used every effort to get the Kwangtung Government's embargo removed, and in this regard must place on record their obligations to H. M.'s Minister at Peking, H. M.'s Consul General at Canton and the Hongkong Government for the support and assistance received from them. Although H. M.'s Minister at Peking finally succeeded in getting the authorities in Peking to send definite instructions to the Tuhai in Canton to remove the prohibition and that official has repeatedly assured H. M.'s Consul General that he has done so, the fact remains that for some reason or other contractors cannot supply us with stone, and no contractor has so far as we have been able to ascertain, been granted by, or obtained from, the Kwangtung Government a permit to export limestone, and the company is in exactly the same position in this respect as it was this time last year.

For the heavy losses the Company has sustained and is still sustaining by the unjustifiable action of the Kwangtung Government we must look to the Chinese Government for compensation, and your directors will lose no opportunity of pressing our claims through the Consul at Canton and the British Minister at Peking, or if need be through the Government at home. The action of the authorities at Canton is a distinct breach of Treaty rights, and a deliberate and wanton attack on an important industry of this Colony and must be atoned for by those responsible. If not, and if such treatment of British trade is condoned, and the Chinese are to be allowed to cut off trade with this Colony at a moment's notice, there will soon be an end to all commerce between the two places.

MONEY LOAN ASSOCIATION.

Case Heard in Summary Court.

Before Mr. Justice Hazeland (Acting Puisne Judge), in the Summary Court, this morning, the case was heard in which the Shing Kee firm, Hung Kwai-chong, and the Cheong On are the plaintiffs and sue Fung Yating and the Wing Hing firm for the sum of \$300 as the undrawn members of a \$100 Loan Association of eleven members, promoted in January 1913 by the second defendant, the firm having ceased to exist and the master having absconded; and against the first defendant as a drawn member of the Association for the last three instalments due by him in respect thereof. The case was part heard on Thursday last.

Mr. Davidson, of Messrs. Hastings and Hastings appeared for the plaintiff, and Mr. W. B. Hind (Mr. G. K. Hall Brutton) appeared for the defendant.

In view of the cessation of our proper supply of raw material from Chinese sources, I think we may congratulate ourselves that the supply of stone from Haiphong has enabled us to continue the manufacture of cement and to close the year's working without a loss and that we still have 9 kilns burning, producing cement to the extent of about one half of the normal capacity of the works. The quality of our cement has been well maintained and upon equal terms we do not fear competition. But to meet our competitors we must have ample supplies of limestone at a reasonable cost and until that has been secured I can see no very bright prospect before this company. Your board is making every effort to secure limestone on the basis above referred to.

Notwithstanding the repeated assurances of the Kwangtung Government that the embargo (even the existence of which they at one time denied) has been removed and that no obstacle will be placed in the way of our obtaining stone. We have lost confidence and our hopes have been so shattered, that we have now decided to charter additional tonnage and double or triple our imports from Haiphong and thus endeavour to make our position independent of any action the government of the Kwangtung Province may or may not take.

The Deep Water Bay works leave a profit very similar to that of last year. The output of this factory—pipes, tiles, and as forth—is quite satisfactory, the only trouble is that the market for its wares is a very restricted one. Could we but find other outlets for the goods, we could do a very much larger business at a not greatly increased outlay, but when we try to sell to distant markets we are handicapped by the freight, which is very heavy on these bulky goods, and by breakage in transit, which is often expensive.

The large amount of cash on December 31st, \$551,257.93, will be materially reduced as our stocks of raw material and finished cement increase.

Gentlemen, if there are any questions I shall be very pleased to answer them. There being no questions I beg to propose that the report and accounts as presented to you be passed. Will somebody kindly second that?

Mr. Bunje:—I beg to second that.

The chairman:—Proposed by myself and seconded by Mr. Bunje that the report and accounts as they stand be adopted. All in favour of that kindly signify in the usual manner—against—carried unanimously. The next business in order, gentlemen, is the confirmation of the Hon. Mr. David Landale's election to the board.

Mr. Hancock:—I beg to propose that the election of the Hon. Mr. David Landale be confirmed, and that Messrs. J. W. G. Bonnar and D. W. Craddock be re-elected directors.

Mr. Robinson:—I beg to second.

The Chairman:—Proposed by Mr. Hancock and seconded by Mr. Robinson, that the Hon. Mr. David Landale's election to the board be confirmed and that

C. P. R. SERVICE.

Manila to be made a Port of Call

An important deviation in the service of the Canadian Pacific Railway Company's new liners, on the outward run from Vancouver, is about to be made whereby these vessels will make regular calls at Manila. The boats affected are the Empress of Asia and the Empress of Russia.

The advisability of making this change has been under consideration for some considerable time, and last evening the local office of the Company received a telegram from the Head Office in Vancouver authorising the step. The alteration means that the vessels named—and only these—will make the run from Vancouver and Victoria to Japan ports as usual, but instead of touching at Shanghai after leaving Nagasaki, as heretofore, will proceed to Manila, from whence they will come direct to Hongkong. On the homeward run the boats will proceed from Hongkong to Shanghai and Japan ports as at present.

As for the reasons which underlie the change, Mr. D. W. Craddock, the General Traffic Agent in Hongkong, informed the Telegraph to-day that Manila people have been anxious for some time that the big steamers should call there, and it was in deference to their wishes that the Company was making this move. It is realized that there is a considerable business for shippers, both in passengers and cargo, between the Pacific Coast and Manila, and this factor has been taken into consideration in deciding on the change.

It goes without saying that Manila will be immensely pleased at the inclusion of the port in the run of the mammoth steamers, and the arrangement is expected to work with satisfaction to all concerned.

Mr. Craddock is leaving for Manila on Saturday by the Hongkong-Maru to make the necessary arrangements in connection with the change.

ALLEGED THEFT OF EXPLOSIVES.

Before Mr. Melbourne, at the Police Court this morning, two men named Chan Lam and Wong To, were again brought up on a charge of the theft of two cases of dynamite and four detonators. Mr. King, Deputy Superintendent of Police, prosecuted and Mr. T. F. O. Master of Messrs. Johnson, Stokes and Master, defended.

The evidence for the prosecution is of great length and the cross-examination following prevented the case being concluded when we went to press.

Mr. J. W. C. Bonnar and Mr. Craddock be re-elected directors. All in favour of that kindly signify in the usual manner—opposed—carried unanimously. It is now in order, gentlemen, that the auditors be appointed.

Mr. Ng Hon-tek:—I beg to propose that Mr. A. O. D. Gourdin and Mr. F. Maitland be re-elected auditors at a remuneration of three hundred dollars each per annum.

Mr. Young:—I have pleasure in seconding.

The chairman:—Proposed by Mr. Hon Tez and seconded by Mr. Young that Mr. A. O. D. Gourdin and Mr. F. Maitland be re-elected auditors at a remuneration of three hundred dollars per annum. All those in favour please signify in the usual manner—opposed—carried unanimously. That is all the business, gentlemen. I thank you very much for your attendance.

Remembering Past Governors. At a meeting of the standing committee of the Bombay Municipal Corporation consideration was given to a letter from the Commissioner reporting that he had arranged to enter into a contract with Messrs. Bourne and Shepherd for the supply of 45 photographs of the Governors of Bombay from the time of Humphrey Cook down to the present time for the old Bombay room of the Victoria and Albert Museum. The photographs will be of cabinet size.

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF FRESH SIBERIAN SALMON.

SMOKED

FILLETS, HADDOKS, KIPPERS.

To-day's Advertisements

THEATRE ROYAL HONGKONG.

FOR FOUR NIGHTS ONLY COMMENCING

WEDNESDAY, APRIL 29th.

Maurice E. Bandmann presents the newly organized BANDMANN OPERA CO.

WED. APRIL 29

THURS. APRIL 30

FRIDAY MAY 1st

SATUR. MAY 2nd

THE SMARTEST SUCCESS OF THE SEASON.
"OH! OH! DELPHINE"
FROM THE SHAKESPEARE THEATRE, LONDON.
THE WITTIEST MUSICAL COMEDY EVER PRODUCED
"THE LAUGHING HUSBAND"
(LACHENDE EDELMAN) From the New Theatre London.
THE ARTIST'S SUCCESS OF THE SEASON
"THE MARRIAGE MARKET"
FROM DALY'S THEATRE LONDON.
THE ENORMOUSLY SUCCESSFUL REVUE
"STEP THIS WAY"
FROM THE LONDON PAVILION.

DOORS OPEN AT 8.30 P.M.

COMMENCE AT 9.00 P.M. SHARP.

Plans open WEDNESDAY 22nd April at MOUTRIES.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. s.s. EMPRESS OF JAPAN left Nagasaki on the 20th inst. at 3 p.m. and is due to arrive at Shanghai on the 21st inst. at midnight.
The I.G.M. s.s. YORCK which left here on the 15th inst. at noon, arrived at Singapore on the 20th inst. at 8 a.m.
The I.G.M. s.s. BULOW which left here on the 16th inst. at 11 a.m. arrived at Shanghai on the 19th inst. at 9 a.m.
The Barber Line s.s. SURUGA from New York left Singapore on the 21st inst. and is due here on or about the 27th inst.

East Indies Defence. Vice-Admiral G. E. Tydeman has been ordered to the Dutch East Indies to assist the Government in coming to an agreement with the Dutch East Indian Government on some points relative to the defence of the East Indies.

To-day's Advertisements

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENMORE" From LONDON, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 5th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will counter-sign by GIBB, LIVINGSTON & CO., Agents. Hongkong, 21st April, 1914.

FOR SINGAPORE, PENANG & CALCUTTA. (Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"THONGWA," Captain O. M. Robins, will be despatched for the above ports, on FRIDAY, the 24th April at Noon.
For Freight or Passage apply to DAVID SASSOON & Co., Ltd. Agents, Hongkong, 20th April, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

s.s. "PERSIA," From SAN FRANCISCO, JAPAN, PORTS and MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery of cargo from the Company's Godown at West Point. Cargo will be landed immediately at consignees' risk.

On cargo remaining undelivered Thursday, April 23rd, 1914 at 5 p.m. landing charges will be assessed.

On cargo remaining undelivered Tuesday, April 28th, 1914, at noon in addition to landing charges, storage charges will be collected.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday, April 27th, 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before May 21st, 1914, otherwise they will not be recognized.

R. O. MORTON, Agent. Hongkong, 21st April, 1914.

TO LET.

TO LET.—Kowloon near ferry. Half house furnished or unfurnished.—Apply VESPADE, "Hongkong Telegraph."

LOST.

LOST.—Ladies' gold brooch watch, reward to finder.

MACKINTOSH & CO., LTD.

"MEN'S WEAR SPECIALISTS" READY-TO-WEAR

WHITE TROUSERS

IN DRILL, SERGE, etc.

FROM \$4.00 PER PAIR.

COATS TO MATCH

FROM \$5.50 EACH

16, DES VŒUX ROAD.



WM. POWELL, LTD.

TEL. 346.

SMART WHITE SHOES

FOR GENTLEMEN

CANVAS and BUCKSKIN

LEATHER AND THICK RUBBER SOLES

(Moderate Prices.)

WM. POWELL, LTD.

J. ULLMANN & CO. JEWELLERS, WATCHMAKERS, OPTICIANS. LARGE SELECTION OF

W. 1ST WATCHES FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO. CORNER OF 7 STREET.

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QUALITY.

THE FAMOUS "NEU CREMONA" VIOLINS, ALUMINIUM FLAT BACKED MANDOLINES, ETC., ETC.

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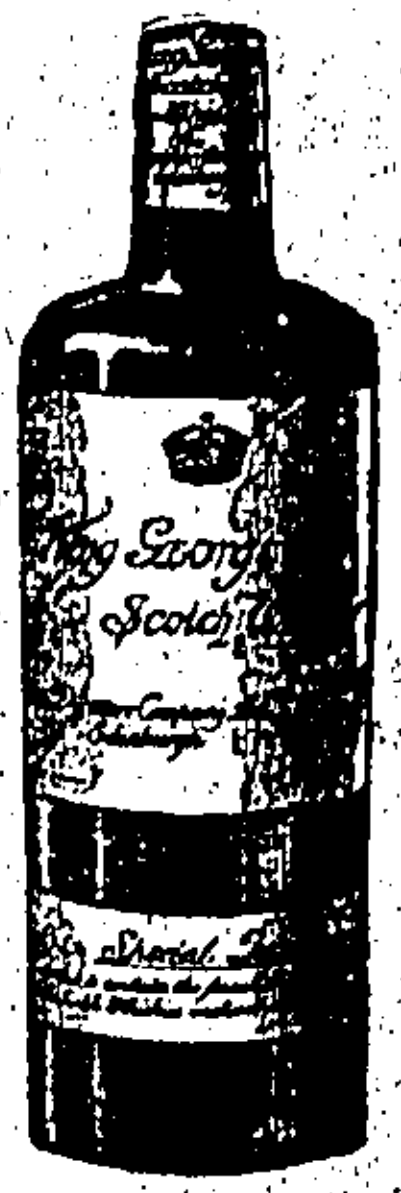
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ONE STANDARD QUALITY.

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Tel. No. 135.

6, Queen's Road Central Hongkong.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan 30th April.	Empress of Ireland 28th May.
Empress of Russia 13th May.	—
Empress of India 28th May.	—

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 46 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched for KOBE & MOJI on 23rd April.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI on 8th May.

WESTWARD.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG & CALCUTTA on 24th April.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched as above on 12th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, Apr. 21, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA AND PHILIPPINES
via STRAITS AND COLOMBO.Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North American and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and other Ports.

Next Sailings from Hongkong:
OUTWARD.

For Shanghai, Kobe & Yokohama:

Altmark	21st Apr.	Silesia	18th June.
Furst Bulow	23rd May.	Spezia	29th June.
Sergiova	21st May.	Senegambia	17th July.
Frisia	29th May.	Scandia	27th July.

HOMEWARD.

For Victoria, V'vor, S. & P. (Or.)	21st Apr.	For R'dam, H'burg, & A'werp:	22nd May.
Hoerde	21st Apr.	Brigavie	22nd May.
For H're, R'dam, B'men, H'burg,	28th April.	For R'dam, Hamburg & A'werp:	6th June.
Bayern	28th April.	For R'dam, Hamburg & A'werp:	21st June.
For M'les, H're, H'burg & A'werp:	1st May.	For R'dam, H'burg & A'werp:	21st June.
Belgravia	1st May.	For R'dam, H'burg & A'werp:	21st June.
For Hamburg & Antwerp:	14th May.	For R'dam, H'burg & A'werp:	21st June.
Arabia	14th May.	For R'dam, H'burg & A'werp:	21st June.
For Havre, Emden, & Hamburg:	15th May.	For R'dam, H'burg & A'werp:	21st June.
Uckermark	15th May.	For R'dam, H'burg & A'werp:	21st June.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Destina. lon.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, and Port Said.	Kashima Maru Capt. Yagi T. 20,000 Mishima Maru Capt. Sommer T. 16,000	WEDNES., 22nd Apr. at 10 a.m. WEDNES., 6th May.
VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama.	Shidzuoka Maru Capt. Irizawa T. 12,500 Tamba Maru Capt. Teranaka T. 12,500	TUES., 21st Apr. at noon. TUESDAY, 5th May. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Nikko Maru Capt. Takeda T. 9,600	WEDNES., 6th May.
CALCUTTA, via Spore, Penang & Rangoon.	Kirin Maru Capt. Nakamura T. 5,000	SATURDAY, 2nd May.
BOMBAY via Singapore and Colombo.	Inaba Maru Capt. Shinohe T. 12,500	SUNDAY, 26th Apr.
KOBE & Yokohama.	Asuta Maru Capt. B. Kon T. 16,000	WEDNESDAY, 22nd Apr.
NAGASAKI, Kobe & Yokohama.	Kumano Maru Capt. Soyeda T. 9,300	WED., 6th May. at d'light
MOJI & Kobe.	Jinsen Maru Capt. Terada T. 5,000	WEDNESDAY, 22nd Apr.

Kobe, (direct)

† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.

Kashima Maru 20000 tons sails Wednesday 22nd April.

Mishima " 16000 " " 6th May.

FOR AMERICA.

Awa Maru 12500 tons sails Tuesday 7th April.

Shidzuoka " 12500 " " 21st May.

Tamba " 12500 " " 5th May.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

PAKHOI & HAIPHONG	Sungkiang	22nd Apr. at 10 a.m.
SHANGHAI	Luchow	23rd Apr. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	25th Apr. at m'night
SHANGHAI	Shaohsing	28th Apr. at noon
MANILA, CEBU & ILOILO	Teian	28th Apr. at 4 p.m.
WWEI & TSINGTAU	Huichow	30th Apr. at noon

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S. LINTAN" and "S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui," "Chenan," "Shaohsing," and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast, schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 21st Apr., 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound:

(Vladivostok via Nagasaki.)

The S.S. Voronej 5,616 R.T., Capt. Oranovsky, is expected to arrive here on or about the 24th April 1914.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,800 R.T., Capt. Kekouatoff, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,

Hotel Man'co, 3rd Floor,

Hongkong, 21st Apr., 1914.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For.	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	WED., 22nd Apr. 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	SATUR., 2nd May. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 13th Apr. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	JAPAN	1st half Apr.	JAVA	1st half Apr.
Tjilmah	JAVA	1st half Apr.	JAPAN	1st half Apr.
Tjilmanoeek	S'HAJ	1st half Apr.	JAVA	1st half Apr.
Tjilatjap	JAPAN	2nd half Apr.	JAVA	2nd half Apr.
Tjilwong	JAVA	2nd half Apr.	S'HAJ	2nd half Apr.
Tjitaroem	JAVA	2nd half Apr.	JAVA	1st half May
Tjilkin	JAVA	1st half May	JAPAN	1st half May
Tjipanas	JAVA	2nd half May	S'HAJ	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong.
Hongkong Maru	11,000 - 18 knots	Sat., 25th Apr. 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	from Kobe 11th May.
Chiyo Maru	22,000 - 21 knots	Tues., 19th May.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 13 knots	Tues., 23rd "

† Passengers by this steamer may travel per S.S. Hongkong Maru.

via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £63.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent,

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	2nd May.	1st May, 10 a.m.
Empire	23rd May.	29th May.
St. Albans	13th June.	18th June.
Eastern	13th June.	10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halcyon	A. E. Hodgins	TUESDAY, 21st Apr. at 11 a.m.
Halcyon	W. C. Passmore	FRIDAY, 24th Apr. at 11 a.m.
Halcyon	J. S. Roach	TUESDAY, 28th Apr. at 11 a.m.

FOR SWATOW.

Halcyon	J. W. Evans	WED., 22nd Apr. at 11 a.m.
Halcyon	J. W. Evans	SUNDAY, 26th Apr. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

LOG BOOK.

Sold to Japan.

The Liverpool steamer Blairmore, 2,286 tons, has been purchased by Japanese and will be registered at Dairen. She was owned by Messrs. W. Johnston & Co. and was built in 1894 by Messrs. Harland & Wolff, Belfast, with dimensions 313ft. by 38.2ft. by 22.2ft.

New Steamer.

On March 14 the Yasaka Maru, 12,000 tons, was successfully launched at the Kawasaki Dockyard, Kobe, where she has been built to the order of the Nippon Yusen Kaisha. The Yasaka Maru, which is stated to have been constructed entirely with Japanese materials, is 445ft. in length with a beam of 58ft., and her contract speed is 18 knots. She will be completed by the end of October next. The new ship will be driven by triple-expansion engines, with twin screws.

Canada Maru's Damage.

The following is the damage to the O.S.K. steamer Canada Maru, which was in collision with the Boston Towboat Company's steamer Hyades in Tacoma harbour on March 13, three shell plates to renew and four to be removed and faired. The damage was all above the waterline and after temporary repairs the vessel went on to Japan and arrived there on April 15. The Hyades will have to renew six shell plates and remove and fair three.

Glenroy Affire.

The damage to the Glen Line steamer Glenroy, which was lying alongside the wharf at Portland, Oregon, and caught fire when the wharf was burned on March 11, is more serious than was at first anticipated. The entire port side of the vessel became red hot and sixty-five plates were slightly buckled. The topmasts have been burned and the saloon, upper and lower bridges, officers' rooms and engineers' messroom were seriously damaged. The boats and all chronometers and charts were destroyed. Nine derricks and the decks fore and aft on the port side were burned and the bridge house and steering gear damaged. The fire did not get down to the cargo but a large quantity is believed to have been damaged by water. The total damage is estimated at G. \$20,000. Practically the whole deck equipment has been destroyed and it was necessary to make derricks to discharge the damaged cargo. In the same fire the U.S. steamer Cricket took fire with a full cargo on board and was burned to the water's edge.

The Goldmouth in Dock.

The steamer Goldmouth, one of the Anglo-Saxon Petroleum Company's tank vessels, has gone into the King's Dock, at Keppel Harbour, Singapore, to undergo repairs necessitated by a somewhat peculiar accident which befel her in the Red Sea on the night of February 23. She struck some floating object, but was able to continue on her voyage for another ten days when it was discovered that she had lost her rudder and port from about a foot below the second pinle downwards, together with the stern post, from the top of the propeller aperture downwards. A jury-rudder was rigged and the vessel proceeded slowly to Colombo where a certificate of seaworthiness was granted by Lloyd's. The Goldmouth then came on to Singapore for repairs. She will now have a new stern frame and rudder fixed.

Motor Fleet.

The fleet of the East Asiatic Company now totals 60,297 gross tons and another 37,000 tons are under construction. The following four motor ships are at present running:—Annam, built 1913; 5,295 gross tons; 3,300 I.H.P.; Siam, built 1910; 5,295 gross tons; 3,300 I.H.P.; Selandia, built 1912; 4,994 gross tons; 2,500 I.H.P.; Jutlandia, built 1912; 4,874 gross tons; 2,500 I.H.P. The motor ships on order and which will be delivered in 1914 and 1915 are the Malakka, gross tons 5,500, I.H.P. 3,300; Tonking, gross tons 5,500, I.H.P. 3,300; Fionia, gross tons 5,000, I.H.P. 4,100; Falskra, gross tons 4,500, I.H.P. 2,500; Lalandia, gross tons 4,500 I.H.P. 2,500 and a sailing ship of 5,000 tons with auxiliary Diesel engine of 800 I.H.P.

Oyster, Fish, Fried or Stewed
Findon Haddock, Kippers &c.,
ALEXANDRA CAVE.

Commercial.

Coal Market Report.
Messrs. Wheelock and Company's report dated Shanghai, April 18, states:—

Coal—Japan.—A fair amount of business has been done with native dealers since last writing and there is still a certain amount of enquiry but the difference between sellers' and buyers' ideas of prices prevents them coming to terms, at any rate for the moment.

Deliveries have been up to the usual standard and stocks on the spot have declined somewhat. Cardiff Coal.—No news.

Fushun Coal.—Nothing to report except deliveries under contracts.

Kailan Coal.—No fresh business of any importance has been transacted during the past fortnight but prices have remained steady and deliveries fair.

Freight Market Report.
Messrs. Wheelock and Company's report dated Shanghai, April 18 states:—

Since writing last there has been some slight improvement in the quantity of cargo offering and prospects for a continuation are brighter than they were a fortnight ago.

As we predicted in our last a reduction in rates has taken place on further articles of export as follows:—tallow to 25/-, egg-yolk to 35/-, gallinets to 35/-, and China grass to 35/-.

Direct shipments from Hankow are expected to commence towards the end of this month.

Grainwise.—Trade is still in a state of depression owing to the unsettled political outlook in China and there seems to be a general feeling of uneasiness throughout the country which precludes forward business being transacted in any great volume, rates are consequently weak all round and it is difficult to say when trade may be expected to revive.

For New York via Suez.—In sympathy with the reduction in rates by the China Homebound Conference the New York via Suez Conference have reduced their rates on all oils from Shanghai to 40/- per 30 cwt. for the next three sailings, viz:—steamer Afghan Prince sailing on the 21st inst., s.s. Ladrasamba sailing let prox. and s.s. Chalister sailing 11th prox.

Anglo-Java Estates.
Messrs. J. A. Wattie & Co., Ltd., secretaries and general managers, report that the directors of the Anglo-Java Estates Limited, at a board meeting decided to recommend at the forthcoming annual meeting the payment of a dividend of 7½ per cent. equal to 0.28 per share.

Tronoh Output.
The output from the Tronoh Mines for 1913 is as follows:—From mine piculs 2,038, from tributaries piculs 121, total piculs 2,159.

London Rubber Wire.
London, April 11.
Anglo-Malay pays a twenty per cent. dividend, carries £12,500 to reserve, £8,500 forward, Changkat Salak pays a ten per cent. dividend. Highlands and Lowlands pay seven per cent. carry £10,000 to reserve, and £9,300 forward. An amalgamation of Highlands and Lowlands with Ayer Kuning has been proposed on a basis of one Highlands share equal to four Ayers Kunings. Allagar pays seven and a half per cent. Seremban pays twenty-five per cent. carries £11,000 to reserve and £3,000 forward.—Singapore Free Press

Public Companies

INDO CHINA STEAM NAVIGATION CO., LTD.

DIVIDEND WARRANTS date London 28th February 1914 may be had on application at the Offices of the undersigned.
JARDINE MATHESON & CO., LTD.
General Managers.
Hongkong 20th April 1914.

Notice

MR. LEUNG JAU PING.
DENTAL Surgeon
No. 55, Queen's Road Central, near the Central Market, Hongkong.

Notices

NOTICE.

MR. P. THOMAS, Agent of the Messageries Maritimes, Hongkong, returned by the s.s. "Cordillere" arrived on the 19th instant.
Mr. Thomas is resuming his former duties from this date.
Hongkong April 18, 1914.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING of the members of the Hongkong General Chamber of Commerce will be held on TUESDAY, the 28th April, 1914 at 4 o'clock p.m. precisely in the Old Chamber of Commerce Rooms, City Hall, for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1913.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary,
Hongkong, 17th April, 1914.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, the 29th April, 1914, at 4 o'clock p.m. precisely, in the Old Chamber of Commerce Room, City Hall, for the following purposes:—

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December 1913.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Hongkong, 17th April, 1914.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, 1914 at 12.30 p.m., at the Offices of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annexe, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course,
Hongkong 11th April, 1914.

NOTICE.

ALL CREDITORS of the "BELLE VIEW HOTEL" are hereby requested to send in their claims to the undersigned on or before Thursday the 23rd day of April 1914 at noon after which day and time no claim will be recognized by him.

MAK NAM WOON,
c/o J. H. GARDINER,
Solicitor,
31, Queen's Road Central,
Hongkong,
Hongkong, 18th April, 1914.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—
Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries,
China Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery Millinery and Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oilmen's Stores,
etc., etc.

Commission 2½ to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Samples Cases from £10 upwards.
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS
(Established 1814).
25, ABOCHURCH LANE, LONDON, E.C.
Cable Address: "Annulre, London"

USE. C. N.

AND GUARD AGAINST PLAQUE
INDO COMMERCIAL CO. 20, Duffell St.

Notices

STOCKBROKERS' ASSOCIATION OF HONGKONG.

IN order to facilitate business the public is hereby notified that in future the exchange on all Tael stocks will be settled by Members of the above Association three days prior to Hongkong Monthly Settlement Days.

The Settlement Days for 1914 are as follows:—
Tuesday 28th April
Thursday 28th May
Thursday 28th June
Tuesday 28th July
Thursday 28th August
Monday 28th September
Thursday 29th October
Thursday 28th November
Wednesday 23rd December
By order of the Committee,
EDWARD M. RAYMOND,
Secretary.

NOTICE.

NEITHER the Captain, owners or Agents will be responsible for any debts contracted by the officers for crew of the American Barque "JAMES TUFT" during her stay in this port.

THE ROYAL GEORGE HOTEL.

Situated at Kowloon, within a few minutes' walk of the Principal Landing Stages of the SECOND SEAPORT IN THE WORLD and in close proximity to the projected Office and Terminal of THE KOWLOON-CANTON RAILWAY is for LEASE ON EASY TERMS, owing to the Proprietor having to leave the Colony.

This Elite Establishment has been conducted as a First Class Hotel and is situated in the heart of Hongkong and Kowloon and by the Shipping Community.

The Proprietor is in a position to convince any prospective Lessee that the business is doing exceedingly well, and that it can be turned into a still more profitable concern if taken over by an expert who would devote his exclusive attention to the business.

The Proprietor has already spent \$12,000 in thoroughly renovating and refurnishing the premises, and now very little remains to be expended except for covering a piece of vacant ground adjoining the Hotel into an Open-Air Skating Rink, Bowling Alley and Open-Air Cinematograph Show, etc., etc., for which it can be well utilized.

No Good-Will Money Required.
Inspection of books allowed to any one making bona fide offers to lease, etc.
For Particulars apply to

H. RUTTONJEE

c/o ROYAL GEORGE HOTEL
Kowloon, Hongkong.

MAN LOONG.

FIRST-CLASS PRESERVES, CIGAR AND SOY MANUFACTURERS.
Factory at Yuenai
OFFICE: No. 36, Des Voeux Road, W
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

THE CHINA IMPORT & EXPORT LUMBER CO., LTD.
Arnhold, Karberg & Co.,
General Agents.

WE have this day opened a Lumber Yard and Offices at North Point, next to the Kwong Sang Hong Glass Factory.
The sailing vessel "James Tuft" has arrived with a well assorted cargo of about 1½ million sup. ft. of

OREGON PINE
Planks, Timber, Floorings and Spars.
Prices will be quoted on application.
All correspondence please address to:—

The China Import & Export Lumber Co. Ltd.
Letter Box No. 420.
Telephone No. 1710.
Hongkong, 11th April, 1914.

MARTIN'S APOLISTEEL
A French Remedy for all rheumatic, nervous and other ailments. It is a powerful and reliable remedy for all these and other ailments. It is a powerful and reliable remedy for all these and other ailments. It is a powerful and reliable remedy for all these and other ailments.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 1, Abchurch Lane, E.C. 4.

BRANCHES:—
Bombay
Calcutta
Canton
Cebu
Colon
Hankow
Hongkong
Kobe
Manila
Medan
Peking
San Francisco
Shanghai
Yokohama
Capital and Surplus: \$10,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the most liberal terms.
DEPOSITS RECEIVED, and for one year at 4½ per cent. for shorter periods at rates which may be ascertained on application.
BILLS NEGOTIATED AND COLLECTED.
MAIL AND TELEGRAPHIC REMITTANCES.
LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.
COMMERCIAL LETTERS OF CREDIT issued for the purchase and sale of Stocks and Shares.
TRAVELLERS CHECKS sold and cashed.
MANAGER,
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

Branches:
Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at:
Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.
HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager.
Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & CO. General Managers.
Hongkong, 19th March, 1908. [3]

PEAK TRAMWAY CO. LIMITED.

FIVE TABLE.

WEEK DAYS.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.

NIGHT CARS.
1.00 P.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.

SUNDAYS.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.

NIGHT CARS on Week Days.
SUNDAYS.
Extra Cars at 10.00 p.m. to midnight.
SPECIAL CARS
By Arrangement at the Company's Office.
Alexandra Buildings.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2½/-
 \$15,000,000

Silver \$17,550,000

\$32,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman
W. J. Pattenden, Esq., Deputy Chairman
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shollim.
H. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER.
Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.
On Current Account at the rate of 2 per cent. per Annum on the daily balance

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.

Branches:
Berlin, Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE
Manager.
Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

THE ALEXANDRA CAFE
Cannot be beaten, if Equalled
For Bread, Cakes, Confectionery, meals with Wines & Liquors.

Exchange

Selling.	T/T Marks
T/T Demand 1/11 1/4	1/11 1/4
Demand 1/11 1/16	1/11 1/16
30 d/s 1/11 3/8	1/11 3/8
60 d/s 1/11 3/8	1/11 3/8
4 m/s 1/11 7/16	1/11 7/16
T/T Shanghai 1/11 7/16	1/11 7/16
Private 30 d/s sight S'hai 7/16	7/16
T/T Singapore 1/11 5/8	1/11 5/8
T/T Japan 1/11 5/8	1/11 5/8
T/T India 1/11 5/8	1/11 5/8
T/T Bombay 1/11 5/8	1/11 5/8
Demand Bombay 1/11 5/8	1/11 5/8
T/T Calcutta 1/11 5/8	1/11 5/8
Demand Calcutta 1/11 5/8	1/11 5/8
Demand India 1/11 5/8	1/11 5/8
Demand Manila 1/11 5/8	1/11 5/8
T/T San F'co & New York 47 1/2	47 1/2
Demand, New York 47 1/2	47 1/2
T/T Java 1/11 5/8	1/11 5/8

Subsidiary Coins.	Opium Quotations.
Discount per \$100	Malwa, New 8,300 per p.
Chinese...20 cts. pieces \$10 5/8 %	Malwa, Old 8,300
Chinese...10 " \$11	Patna, New 9,325 per h.
Hongkong...20 " 7 3/4	Patna, Old 9,300
Hongkong...10 " 8 1/4	Benares, New 9,050
	Benares, Old 8,925

TO-DAY'S SHARE REPORT.

STOCKS & PAID UP VALUE.	LAST DIVIDEND AND ATE.
BANKS.	
Hongkong & S'hai \$125	\$810 sb.
Marine Insurance	\$287/10
Cantons \$50	330 b.
North China \$25	T145
Union \$100	\$790 a. x div.
Yangtze \$50	\$210 b.
China Fires \$20	\$145 s.
Hongkong Fires \$50	\$368 b.
China & Manilla \$25	\$8 b.
Douglas Steamship \$50	\$34 s.
Steamboats \$15	\$28 s.
Indo-China (Preferred) \$25	\$67 1/2 a. x div.
(Deferred)	\$104- b.
"Shell" Transports \$1	\$11 b.
"Star Ferry" \$10	\$48 s.
Refineries	
China Sugars \$100	\$92 b.
Luzon Sugars \$100	\$92 s.
Chinese Engineerings \$1	\$38 b.
Tronoh \$1	\$36- s.
Rauha, Wharves & Docks \$1	\$3 s.
Kowloon Wharves \$50	\$82 s.
H.K. & W'poo Docks \$50	\$69 s.
Shanghai Docks T. 100	58
Hongkew Wharves T. 100	T. 94
Lands, Hotels & Buildings	
Anglo-French Lands T.100	T.94
Hongkong Hotels \$50	\$123 b.
Hongkong Lands \$100	\$111 b.
Humphreys Estates \$10	\$72 s. & s.
Kowloon Lands \$30	\$44 b.
Shanghai Lands T. 30	T. 91
West Points \$50	\$66 b.
Manila M'pole Hotel P.10	P. 8
Cotton Mills	
Ewos T. 50	T. 130
Shanghai Cottons	T. 110
Leou Kung Mow	85
Kung Yik	11
Hongkong Cottons \$10	\$84 s.
China-Borneos \$12	\$10 b.
Light and Powers \$10	\$410 s.
Do. (Spec. shares) \$1	\$410 s.
China Providents \$10	\$81 s.
Dairy Farms \$6	\$37 b.
Green Islands \$10	\$61 s.
Hongkong Electric \$10	\$48 b.
Hongkong Ice \$25	\$190 b.
Hongkong Ropes \$10	\$82 s.
Langkate g. 10	T44
Morning Post \$25	\$21 b.
Peak Tramway \$10	\$10 b.
Do. (new) \$1	93 cts. s.
Hongkong Electric Trams \$6	s.
Philippines \$10	\$5 s.
H. Price & Co., Ltd. \$10	\$6
Societe des Pulpes \$50	\$20
Papieries de Tonkin \$50	\$20
Benefit \$200	
Shanghai-Sumatra T. 20	T.150
Steam Laundry \$5	\$4 b.
United Asbestos \$10	\$94 b.
Oriental Agency, Ltd. \$10	\$300
United Asbestos \$10	\$300
Founders Shares \$10	\$300
Union Waterboat \$10	\$20 s.
Welsmann, Ltd. \$10	\$30 b.
Watson \$10	\$8 b.
William Powell \$10	\$8 s.

HONGKONG SCHOOL SPORTS.

Honours Go Evenly Round.

At the conclusion of yesterday's programme in connection with the annual Hongkong Schools Athletic Sports held at the Happy Valley, His Excellency the Governor presented the prizes to the fortunate winners. In doing so he expressed the hope that they had enjoyed themselves, and remarked that they had had a very good afternoon's sport and that the honours had been very evenly divided. He congratulated Queen's College in having won the Senior Championship and St. Joseph's in that they had secured similar honours for the junior. The Diocesan School has secured the half mile, while St. Joseph's had won the quarter mile and the team race.

In addition to the results published yesterday the following are the prize winners in events after we went to press:—

100 yards, Skipping Race, Girls:—1, Mary Hild; 2, Alice Edser; 3, P. M. Vieira.

300 yards flat race, handicap:—1, Chan Ho; 2, Chan Wai-yau; 3, Tong Shau-yau.

50 yards handicap, under seven years:—1, M. Usaff; 2, Amelia Roselett; 3, J. Lemail.

Sack Race, for boys under 19:—Young Jam-ohin; 2, L. Leung Kam-cheung.

220 Yards flat race, boys under 19:—1, Taylor; 2, J. Remussen; 3, K. Mason.

Quarter Mile, race:—1, Usaff Omar; 2, E. Johnson; 3, Chan Man-woon.

Seven Furlongs flat race for past pupils:—1, Iron Box; A. R. Ellis.

100 yards three-legged race:—1, T. P. Anderson and G. Clayson; 2, Tsang Yuk-yun, and Mang Wai-lo; 3, Li Yu-shang and Wong Wing-pak.

Two Miles Bicycle race:—1, Moy Hing; 2, Gifford.

Team race:—1, St. Joseph's; 2, Queen's College; 3, St. Paul's College.

ANYWHERE IN A WEEK.

Claude Graham White, Prophet.

A few months ago I was dining with a friend who, while interested in aviation, thought that the limits of the practical uses of the heavier-than-air machine had been almost reached, says Mr. Claude Graham White, in the *Daily Graphic*. "You will never," he declared, "no matter what engine-power you have, get a greater speed out of an aeroplane than 100 miles an hour. The resistance of the air is too great."

We disagreed. "I firmly believe," I told him, "that in under a quarter of a century there will be no part of the globe inaccessible to the aeroplane; and that no journey, whatever the distance, will occupy more than eight or nine days."

LORD KITCHENER.

"Last of the Pharaohs."

Here is a British Governor without even a Council. Here is a sort of a Sultan with little power and with nominal responsibility. Here is a soldier with all power and no responsibility, either to British or to Egyptian citizenship, writes H. W. M. in the *Nation*.

Lord Kitchener's rule may be given many kinds of nick-name. Its liberal critics style it government by Sergeant-Major. Its native friends think of him as to think of him, as a Grand Cadi under the Palm Tree. All the pomp of Egyptian rule centres round the Khedivial Palace. All its effective influence flows to and from the Kas-el-Dubara.

The Khedive has probably shot his last bolt, for Lord Kitchener has crushed his appeal to the Sultan over the reform which transferred the administration of the Waki, or ecclesiastical districts, to Ministerial hands. It is unfortunate that an able, and in early life a promising, man should be so small a factor in the management of his own country's affairs.

COLONIA ARRIVES.

Aden-Hongkong Cable Nearly Completed.

The s.s. Colonia, which is engaged in laying the cable from Aden to Hongkong, arrived in Hongkong yesterday taking up an anchorage at West Point. Her stay at the point was not of long duration, for this morning she proceeded to her further work off Pokfulam for the purpose of landing the Hongkong end of the cable. Having landed on and here the Colonia will proceed to a spot some 250 miles from Hongkong where she will pick up and make a connection with the rest of the cable. While on the journey out she will pay out cable, steaming at the rate of about eight knots per hour and when the necessary join has been made Hongkong will have been linked up with Aden.

The Colonia is a thoroughly up to date vessel, of steel, and rigged with four masts, schooner fashion. She is registered with a tonnage of 4,078 and has a length of 478 feet and a 50 foot beam. She is a comparatively young boat, being built in Newcastle in 1902, and is owned by the Telegraph Construction and Maintenance Company Ltd. of London, for whom Capt. V. Campie is charge.

SHARP REVERSE FOR BANDITS.

Shensi Soldiers' Smart Work.

Sianfu, April 18. The brigands were defeated at Lichuanhsien on April 12 by General Chen Pei-shan, commanding 3,000 of the best Shensi troops. The latter reached Sianfu by forced marches from Tung-huafu last week and left the following day in great spirits marching west.

Details of the fighting are difficult to obtain, but evidently plundering is the main object of the enemy, who retreated when they were resolutely resisted. Several hundred of them were killed, though it is doubtful how many. These belonged to the main body of the fighting men. A hundred rifles were recovered.

Kienchow was entered and many were killed and wounded, but no details have yet been obtained. The rebels are at present near Tangwangling, which is fifty li to the north-west of Kienchow. Chang Hsing-chih, from Kansu, has occupied the Fenghsiangfu and Pingchow districts with 5,000 troops, barring the brigands' progress westwards.

Chao Chow-jin arrived in Sianfu on April 14, and is leaving to-day for Kienchow with 5,000 well-equipped and well-disciplined troops. More of his troops are expected shortly, making 12,000 in all. The troops are welcomed by the business men who now feel more confidence. Sanyuanhsien is safe. Sianfu is quiet. The situation has greatly improved.

Some towns and villages escaped pillage by opening their gates and paying heavy ransoms. Those offering resistance were treated without mercy. The cruelty of the brigands everywhere is said to be appalling. Many wounded from the towns and from the country districts are being brought into Sianfu. Some of the mission doctors have gone to Huhsien and Chowchih.

It is reported that Sanyuanhsien which is one hundred li north of Sianfu, has been taken and looted. —*Reuter to the N.O. Daily News.*

SILIMPOPOH COAL BUNKERS

can be supplied at cheap Rates.

SANDAKAN & SEBATTIK

(British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

POST OFFICE.

Chinese registered correspondence will not be delivered on a signature only. The Co-op of a firm of standing will in such be required in addition. The Postmen have instructions until the above regulation has been complied with.

The Yingchow, with the mail from London (via Siberia) of Wednesday the 1st inst. and Friday the 3rd inst. is due to arrive here to-morrow.

The Assaya, with the English Mail left Singapore on Saturday, the 18th inst. at noon and may be expected to arrive here on Thursday, the 23rd inst., at 5 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 18th ult. and for despatch overland on the 25th ult.

MAILS DUE.

Siberian, Yingchow, 22nd inst. English, Assaya, 23rd inst.

MAILS VIA SIBERIA.

Left London April 1. Arrive Shanghai April 18. Arrive April 20.

MAILS CLOSE TO-DAY.

Japan via Kobe—Per SOLVEIG, 21st inst. 5 p.m.
Swatow—Per TSINTAU, 21st inst. 5 p.m.
Fochow—Per FOOSHING, 21st inst. 5 p.m.
Japan via Nagasaki—Per BENMOHR, 21st inst. 5 p.m.
Shanghai, North China & Japan via Kobe—Per ALTMARK, 21st inst. 5 p.m.

TO-MORROW.

Straits & Colombo—Per KASHIMA MARU, 22nd inst. 9 a.m.
Pakhoi & Halphong—Per SUNGKIANG, 22nd inst. 9 a.m.
Hohow, Pakhoi & Halphong—Per SUNGKIANG, 22nd inst. 9 a.m.
Japan via Kobe—Per ATSUTA MARU, 22nd inst. 10 a.m.
Swatow—Per HAIMUN, 22nd inst. 10 a.m.
Swatow—Per KATHE, 22nd inst. 11 a.m.
Swatow, Amoy and Fochow—Per KAIJO MARU, 22nd inst. 11 a.m.
Philippine Is.—Per RUBI, 22nd inst. 3 p.m.
Ningpo, Shanghai & North China—Per YUNNAN, 22nd inst. 3 p.m.
Swatow, Weihaiwei, Taichow & Tientsin—Per CHIPSING, 22nd inst. 3 p.m.

THURSDAY, 23rd April.

Fori Bayard, Halphong and Pakhoi—Per HUE, 23rd inst. 11 a.m.
Japan via Yokohama—Per SUISANG, 23rd inst. 11 a.m.
Straits, India via Calcutta—Per ONSANG, 23rd inst. 1 p.m.
Japan via Kobe—Per DILWARA, 23rd inst. 2 p.m.
Shanghai & N. China—Per LUCHOW, 23rd inst. 3 p.m.
Swatow and Amoy—Per PAOTING, 23rd inst. 3 p.m.

FRIDAY, 24th April.

Swatow, Amoy and Fochow—Per HAI-CHING, 24th April, 10 a.m.
Straits & India via Calcutta—Per THONGWA, 24th inst. 11 a.m.

SATURDAY, 25th April.

Hohow, Tourane—Per TRIUMPH, 25th inst. 8 a.m.
Pakhoi & Halphong—Per MATHILDE, 25th April, 9 a.m.
Philippine Is., Japan via Nagasaki, Honolulu, United States, South America, and Canada, via San Francisco—Per HONGKONG MARU, 25th inst. 10 a.m.
Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 10th inst. 5 p.m.—Per DELTA, 25th.

Straits, Batavia, Cherbon, Tezal, Samarang and Sourabaya—Per BANRI MARU, 25th inst. 11

Philippine Is.—Per LOONGSANG, 25th 1 p.m.

Shanghai & North China—Per HANG-SANG, 25th inst. 5 p.m.

Shanghai & North China Japan via Kobe—Per LAISANG, 25th inst. 5 p.m.

Sunday 26th April.

Swatow—Per HAIMUN, 26th inst. 9 a.m.

Monday, 27th April.

Shanghai & North China—Per WOSANG, 27th inst. 5 p.m.

Tuesday 28th April.

Philippine Is., Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per P. ALIOE, 28th inst. 9 a.m.

Swatow, Amoy and Fochow—Per HAITAN, 28th inst. 9 a.m.

Philippine Is.—Per TEAN, 28th inst. 3 p.m.

Wednesday, 9th April.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per TAIYUAN, 29th April, 9 a.m.

Shanghai & North China, Japan via Nagasaki, Victoria, Tacoma—Per OANADA MARU, 29th April, 11 a.m.

SHIPPING NEWS.

ARRIVED.

Boonohr, Br. s.s. 1,093, J. D. Sarchet, 21st inst. Singapore, 16th inst. Gen. —G. L. & Co.
Chingchow, Br. s.s. 1,195, J. Doyle, 20th inst. —Kwongyuen, 16th inst. Cement Stone—S. T. and Co.
Colonia, Br. s.s. 4,078, V. Compes, 20th inst. —Singapore, 16th inst. Gen. —D. & Co.
Glenlogan, Br. s.s. 1,809, James McGregor, 20th inst. —Shanghai, Gen. —S. T. & Co.
Kashima Maru, Jap. s.s. 5,546, M. Yagi, 20th inst. —Shanghai, 17th inst. Gen. —N. Y. K.
Loongsang, Br. s.s. 1,093, W. G. G. Loak, 21st inst. —Mant, 18th inst. Gen. —J. M. & Co.
Persia, Br. s.s. 2,741, J. Hill, 21st inst. —San Francisco, 20th ult. Gen. —R. O. M.
Triumph, Ger. s.s. 987, W. Langschwager, 20th inst. —Halphow, 19th inst. Gen. —J. & Co.
Yunnan, Br. s.s. 1,206, Eldy, 21st inst. —Swatow, 19th inst. Gen. —B. & S.

DEPARTED.

April 21:

Triumph for Canton
Altmark for Yokohama via Shanghai
Paul Leat for Yokohama via Shanghai
Haida for Amoy via Swatow
Cordillere for Yokohama via Shanghai
Yodo Maru for Hongkong
Luchow for Canton
Wosang for Canton
Tathaybin for Manila and London
Chongra for K. C. Wan
Huiyang for Fochow via Swatow
Feiching for Shanghai
Ceylon Maru for Yokohama via Kobe
Hinsang for Sandakan
Yunnan for Canton
Achilles for Yokohama via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

April 20.

Winamac for San Francisco
Atlantique for Marseilles via Saigon
Shidzuoka Maru for Seattle via Shanghai
Tilwong for Shanghai via Amoy

April 21.

Kaijo Maru for Fochow via Swatow
Laming for Hoile via Manila
Hwangang for Canton
Kashima Maru for Antwerp via Sapore
Fochow for Fochow
Hoping for Calcutta
Liachow for Shanghai

PASSENGERS ARRIVED.

Per s.s. Glenlogan from Shanghai on the 20th inst.—Mr and Mrs Baldwin, Mrs Barton, Mrs Cox and Mr. Clarke.
Per s.s. Persia from San Francisco on the 21st inst.—Miss V. B. Appleton, O. W. Alexander, Miss A. L. Blinn, Mrs Z. Brown, J. J. Connell, R. H. Decker, J. J. Foley, A. R. Hager, Miss S. Hamilton, C. A. Hamilton, Mrs S. E. Howarth, A. Hiermann, Mrs J. M. Jackson, H. C. Jenkins, Miss E. C. Jenkins, U. H. Lacey, A. R. Loomis, Mrs A. R. Loomis, Mrs S. R. Mills, J. Mouch, Mrs K. A. McAllister, Mr & Mrs R. Norman, B. P. Oxton, Mr & Mrs W. G. Pickett, D. A. Pickett, Mr & Mrs A. Starkweather, Master Ralph Starkweather, L. Cady, J. C. Thomas, Mr & Mrs E. E. Tull, Miss E. Webb, Chaplain E. W. Wood, Mrs E. W. Wood, Miss K. H. Wood, Miss Margaret Wood, Mr & Mrs C. H. Williams, B. Yamada, Yap Yan-tee, Mrs E. I. Upcraft Mrs O. M. Barron

SHIPS PASSED THE CANAL.

London, 7th April.
Arrivals from China:—Iyo Maru, Naro
The following vessels have passed the Canal:—Ajaz, Kasama, Lutzw, Suevia, First Bulow, Kina. London, 14th April.

Arrivals from China:—Bendoran, Athens, Longson, Egmont Castle, O. J. D. Ahlers, Patricia, Monmouthshire.

The following vessels have passed the Canal:—Canton, Denbighshire, Emmaus, Hirono Maru, Hitachi Maru, Kleist, Nile, Ping Suey, Sambia, Tyndour, Vorwaerts, J. rica, Magellan.

London, 17th April.
Arrivals from China:—Ellen Tickers, Enroll, Hirono Maru, Kleist, Tydous, Glenlogra. 71.

The following vessels have passed the Canal:—Australia, E. F. Ferdinand, Ma-chaoon, Spezia.

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers &c.

ALEXANDRA CAFE.

WEATHER REPORT.

On the 21st at 10.55—Pressure has increased slightly along the coast of China from Shanghai to Cape St. James, and over the Philippines.

Gradients are shallow in all districts.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood.	S.E. winds, moderate to light; fair.
2 Formosa Channel.	Variable winds, moderate.
3 South coast of China between H.K. and Lamook.	The same as No. 1.
5 South coast of China between H.K. and Hainan.	The same as No. 1.

China Coast Meteorological Register.

21st, April, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
W'atsook	7a	29.99			w	1
Namuro	6a	30.07				0
Hakodate		30.07				0
Tokio		30.12			sw	1
Kochi		30.03			sw	1
Nagasaki		30.05			sw	2
K'shima		30.06			n	1
Calima		30.06			n	1
Naha		30.09			n	0
Shi'ima		30.07			n	0
Bonin Is.		30.14			sw	1
Chafco		30.00	49	23	sw	6 bc
Whaiwei						
Hankow						
Ichang						
Kiukiang						
Changsha						
Shanghai		30.10	54	e	2	0
Gutian		30.05	53	se	3	0
Sharp P.	7a	30.12	67			0
Amoy	6a	30.05	68	95	a	0
Swatow	6a	30.07	69	90	0	0
Taihou	5a	30.07			0	0
Telohu		30.07			0	0
Talnan		30.07			0	2
Koshun		30.06			e	2
P'ores		30.06			e	1
Canton		30.03	72	95	a	0
H'kong	6a	30.03	71	98	0	3 of
Gap Book		30.04			ese	2 of
Manao		30.03	72		ese	2 of
Wuchow	9a					
Pakhoi						
Hohow	6a	29.99	75		se	5 c
Tourane		29.97	77		se	5 c
O. St. J.		29.97	76		ese	4 c
Aperri		30.02	74		0	0
Manila		30.02	74		0	0
Legapi		30.02	81		ne	1 b
Hollo	9a	29.99	85		ne	1 b
Cebu		30.00	86		sw	2 b
Labuan					e	1 c

T. F. Claxton, Director.

Hongkong Observatory, Apr. 21st.

1. Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c clear, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, s squally, rain, a snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
at 5 p.m.	at 5 p.m.	a.m.	at 5 p.m.
Barometer	30.01	30.13	30.05
Temperature	71	71	74
Humidity	92	98	87
Wind Direction	E	E	E
Force	4	3	4
Weather	o	of	o
Rain			
Signs open air temperature on the 20th	72		
H.K. Observatory, 21st Apr.			
T. F. CLAXTON, Director.			

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THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Us	Delta	noon	Freight & Passage
ual Ports of Call	Capt. W. R. Le Mare	25th Apr.	
	R.N.R.		
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles	Nubia	about 29th Apr.	Freight & Passage
	Capt. F. J. Fox		
SHANGHAI	Assaye	5 a.m. 24th Apr.	Freight & Passage
	Capt. G. J. Coldwell		
SHANGHAI, MOJI, KOBE, HAMA	Novara	about 2nd May.	Freight & Passage
	Capt. H. R. Hetherington		
	R.N.R.		

All the above steamers are fitted with Wireless Telegraphy.

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P. & O. S. N. Co.'s office, E. A. Hewett, Superintendent.

Hongkong, 21st Apr. 1914

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For Steamers To sail on

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, A'WERP & H'BURG.	Princess Alice Capt. J. Bortfeldt	20,300	TUESDAY, 28th Apr. 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	Lutzow Capt. H. Textor	17,300	About THURS., 30th April.
M'LA, ANGAUR, YAF, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	Prinz Waldemar Capt. O. Jurany	6,100	About TUESDAY, 28th Apr.
KOBE	Borneo Capt. J. Koehler		MONDAY, 11th May, 9 a.m.
JESSELTON, KUDAT & SANDAKAN			